

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXII., No. 364

SATURDAY, SEPTEMBER 8, 1866.

[WHOLE No. 1,586, Vol. XXXIX.]

Mr. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, London, is the authorized European Agent for the Journal.

PRINCIPAL CONTENTS.

Central Pacific Railroad.....	867, 849
Old Colony and Newport Railroad	850
Journal of Railroad Law.....	852
The Grain Trade.....	852
New York Northern Railroad.....	853
Graff's Patent Railway Fastening.....	853
Stock Exchange and Money Market.....	865
The National Debt.....	867
Tennessee and Pacific Railroad.....	867
Railroad Earnings.....	857, 868
Richmond and Newport News Railroad.....	868
Memphis and Little Rock Railroad.....	868
Commerce of New York.....	868
Union Pacific Railroad.....	868
Debt of Tennessee.....	869
Valley Railroad.....	870

American Railroad Journal.

New York, Saturday, September 8, 1866.

The Central Pacific Railroad—As It Is.

In a ride over this road a few days since, we were forcibly impressed with the gigantic nature of the enterprise, and how much California has to be proud of, in the manner in which her portion of the great link which is destined to bind the American Continent together, is being constructed. From the starting point in Sacramento, to the present terminus of the road, Alta Station, seventy miles distant, the immensity of the affair is apparent. Over level country, through hills, up steep mountains, through and around them, has the way been prepared for the journey of the iron horse. The cuttings on the route are in a number of instances the most difficult, and at times the most remarkable of any that any railroad enterprise in the country has had to contend with; but they have been met with perseverance, ardor and a desire to overcome them, which has been successful to a wonderful degree. The road is now completed to Alta, and graded twenty-three miles beyond to Cisco, to which point the iron will be laid and the trains running by the 1st of October. This point would have been reached earlier, but the loss of iron on the

clipper ship *Hornet*, which was destroyed by fire at sea, delayed its completion some time. When the road is open to Cisco, passengers leaving Virginia City at 4 o'clock A. M., will reach San Francisco late the same night, as it is the intention of the California Steam Navigation Company to change the hour of departure of their steamers from Sacramento from 2 o'clock P. M., to 4:30 P. M., thus carrying passengers from Virginia City to San Francisco in 21 hours. From Cisco to the summit the distance is twelve miles, but that point will not, in all probability, be reached the present year, although every effort will be made to accomplish it, the entire distance then by rail being 105 miles.

In starting out from Sacramento, our train, consisting of ten cars, was drawn by the fine locomotive A. A. Sargent, constructed by Messrs. H. J. Booth & Co. of San Francisco. At Rocklyn, however, we left it, taking in its stead the immense engine the *Humboldt*, built at Paterson, N. J., by Messrs. Danforth, Cooke & Co. After leaving the point just named, the grade commences to rise with some rapidity, and our train being equal to one hundred and thirty tons of freight, required an engine of great power to climb the hills. From the moment of leaving Rocklyn, until Alta is reached, there is not the slightest diminution in the interest which the surrounding scenery and the vastness of the work inspires. The road itself is constructed in the very best manner, and appears to be as solid as a stone wall. All the irregularities which the severity of the last winter season produced, have been remedied, and unless the places were pointed out, no one would be the wiser that a pound of dirt had caved or slid by the action of the elements. That the work in every department has been well done, a glance at it is sufficient proof, and we speak of the road precisely as it is. The grading on the entire line of the road has been artistically done, the culverts, all of the best description of granite, and the filling in, are all of the most substantial character. The grade for about twenty-five miles is not over 60 feet, it then rises very rapidly, and when the centre of Bloomer Gap is reached, the grade is 105 feet, and then again falls to 60 feet. The difference is very perceptible, the engine laboring with all its great

capacity to perform its portion of the work. This Bloomer Gap, or cut, is a curiosity in its way. The material through which the road passes here is a sort of concrete cobble stone strata, very difficult to cut through; and though in its deepest points it is 63 feet, it is cut out as smooth as if done with a knife, and not an iota has caved in by any action whatever. This cut was completed when the resources of the company were somewhat limited, and therefore the officers thereof point with considerable satisfaction to this early obstacle in their path. However grand the construction of the road has been to Colfax, the work done beyond that point excels anything of the kind we ever saw. It is true that the curving of the road from Rocklyn to Colfax is very attractive in its kaleidoscopic changes. The view from the trestle work at Newcastle is also very fine, but the *chef d'oeuvre* is, as we have said before, in that portion of the road after leaving Colfax.

People all talk of Cape Horn, speak of its grandeur and beauty, its romantic danger, its sublimity and magnificence, but to be appreciated it must be realized by ocular demonstration. We leave Colfax, and after a short run, come into the open country. We are in doubt as to the way we get out of the wilderness. We catch a glimpse of a bridge to the left, but it seems to lie across, not parallel with us. Across a tremendous ravine we see a cutting along the mountain side of a grade one hundred and five feet to the mile. A graceful curve in the road brings us to a magnificent bridge (now in the process of being covered) one hundred and fifteen feet high in the centre, to the left of it Bear River, and in less time than it takes us to write this we are on the other side. Another curve and we commence the ascent of the mountain side. That portion of the road from Colfax is now parallel with us. Higher and higher we go. We look forward and see the locomotive pulling up hill, like the leaders in a stage team; we look back to the rear of our train and the last car seems twenty or thirty feet below us. Up we go, all excitement. The sublime view commences to open up to our right and before us. The engine puffs and drags. But a short distance more and we will be nearly 1,280 feet above the level of the ocean—the point is reached. We are lost in wonderment that it has been attained

by the railroad. We look at the cutting on the mountain side, the road bed, the rails, the cars; it is clear, but how wonderful. Away across a gorge, which in its depth and vastness almost took our breath away, was nestled on a ridge, corresponding in height with the one upon which were standing the pretty little town of Iowa Hill, one lone tree standing sentinel-like about one thousand feet in advance of a cluster. In an air line Iowa Hill might have been two miles distant, to reach it by road nearly fifteen. One thousand two hundred and thirty feet below us flowed the American River, looking about thirty feet wide, its width being nearly eight times that. Across it at Mineral Bar, Daddy Rice's Bridge looked, as was facetiously remarked, like a cigar box, the trees like toys in a child's farm yard. From the bridge, up the mountain side, wound the road to Iowa Hill, seven miles in length, seeming as long and as wide as a daub of yellow paint in a school-boy's book. And here was our train like Mahomet's coffin hanging in mid air. We examined the masonry at this point of the road. It is a work of itself, solidity and care being the ruling features. Startling as this point is to travelers, it is, with prudence, watchfulness and attention, as safe as the most level road. It is a remarkable and wonderful undertaking, and has been left to California to carry through successfully.

Leaving Cape Horn we moved along on our way to Dutch Flat. We have a fine view of the surrounding country, taking in at a glance some of the richest mining ground of Nevada County, including You Bet and Little York. From Cape Horn there has been some work done upon the road of great magnitude. We pass over a trestle bridge built like iron, and ninety feet high. It is the intention of the company to fill up the gaps over which all the trestle work of the road is constructed. The bridge to which we now allude is 1,000 feet long, and just beyond it a cutting at least 500 feet through, and one of the most difficult yet met with. It was designed originally for a tunnel, but the nature of the earth was such that it caved in as fast as excavations were made, and it was resolved to cut it out entirely; 450,000 cubic yards of earth were removed. To prevent slides, the sides of the opening are cut into benches sloping back. Gold Run, famous for its water privileges, is met with on our way, and we pass through cuttings of pay dirt on either side. We obtained but a glimpse of Dutch Flat, as the road does not run through its sacred precincts, but goes outside and beyond it; prognostications, wagon road, and everything of that kind to the contrary notwithstanding, \$640,000 has already been expended on the road by the company beyond that point; from Dutch Flat to Alta Station, 3,625 feet above the level of the sea, the distance is a little over a mile. Alta was reached at one o'clock precisely, and at half past two o'clock the signal was given for returning.

As we have said before in the course of this sketch, the work done upon this road is of a character never before attempted or excelled, and will stand for ages at the head of railroad architecture in the world. It has cost already, and will cost, an immense amount of money, furnished by the Government, and provided from a revenue paid into the National Treasury by the people of the entire Union. There is not a man in the

United States paying taxes for the support of the Government, that does not contribute, indirectly it is true, to the construction of the Central Pacific Railroad. The Directors of the institution must therefore see the necessity of popularizing the undertaking. We know full well that the road has progressed to such an extent, and the means at their disposal so ample to continue on the work, that they feel a sort of independence about the matter; but the idea of railroad communication is rapidity and economy. The tariffs of fare and freight on the Central Pacific Railroad are too high, and while we do not desire to intrude upon the business system the Directors have seen fit to adopt, yet, in the rates of passenger traffic, we think they could make a sensible reduction without loss. Give the people the idea, however slight it may be, that they are not entirely lost sight of in the magnitude of the undertaking, which calls forth this, and the Central Pacific Railroad will be looked upon in the light that it should, as a benefit and help to all classes and conditions.

The company are achieving a great triumph, in building a railroad to the clouds. When the summit is reached, and the iron horse greets the sun at an altitude of 7,042 feet, then indeed may it be said that human ingenuity has eclipsed itself.

From Sacramento to Dutch Flat, about 68½ miles, the highest ascending grade to the mile is 105 feet, and the average 70. From Dutch Flat to Blue Canon, ten miles, the highest grade allowed by Government is reached, 116 feet. This grade runs along at one point over three miles. This is the grade as far as we went.

The company are now expending about \$400,000 per month, very nearly \$5,000,000 per annum, in the construction and working of the road. This, of course, must increase instead of diminish. Of one article alone, Santa Cruz powder, they use 300 kegs per day, which at \$4 per keg, is \$1,200 per day for powder. It is their intention to construct, within a year or so, immense work and construction shops in Sacramento, which will give employment to a large number of hands, and will put in circulation from \$750,000 to \$1,000,000 per annum. There are now some 8,000 men employed upon the road, and unless the signs fail, the road will be completed to the Truckee Meadows, to the junction of the railroad from Virginia, in two years from the present writing. B.

SAN FRANCISCO, CAL., JULY 28, 1866.

Internal Revenue Tax on Wire.

The Commissioner of Internal Revenue has decided that the tax on wire, whether made of iron, steel, brass or copper, is five per cent. *ad valorem*, as a manufacture not otherwise provided for. There is, however, in the tenth section of the new law a provision exempting wire made from wire less than No. 20, upon which a tax has been assessed and paid as wire, and also a provision that no manufactured wire shall pay a greater tax than that imposed on No. 20 wire gauge. When wire less than No. 20, on which a tax of five per cent. *ad valorem* has been paid, is afterwards drawn to a greater degree of fineness, no additional tax is imposed thereon. Wire, however, on which no tax has been previously paid as wire, is liable to a tax of five per cent. upon the price at which it is sold, whether that price is sixty cents, one dollar, or two dollars per pound.

Old Colony and Newport Railroad.

The earnings of this road for the years ending May 31, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers.....	\$693,188 99	\$870,560 88
" merchandise.....	336,637 87	400,364 71
" U. S. mails.....	10,750 00	10,750 00
" rents.....	20,944 27	13,967 57
	\$1,061,521 13	\$1,295,643 16
General expenses....	629,842 32	699,608 71
Earnings less exp.....	\$431,678 81	\$596,034 45
From which deduct—		
Interest.....	\$48,345 83	\$92,321 39
U. S. taxes.....	31,313 79	28,408 62
State tax.....	34,393 03	41,177 76
	\$114,052 65	\$161,907 77
Net earnings.....	\$317,626 16	\$434,126 68
Balance of income by last report.....	127,082 45	124,950 75
	\$444,708 61	\$559,077 43
Dividends, Jan. & July.	303,809 61	354,538 95
	\$140,899 00	\$204,538 48
U. S. tax on extra div..	15,948 25	.....
Balance, May 1.....	\$124,950 75	\$204,538 48

In 1864 the general expenses were \$396,996 90 interest, \$39,684 70, U. S. taxes, \$14,570 94—total, \$451,052 54; leaving a balance of \$360,362 99. There was no State tax in 1864. The balance to credit of income account, May 1, 1864, was \$127,082 45.

The Old Colony and Fall River Railroad Company united with the Newport Railroad Company in July, 1863. The extension was partially opened in February, 1864, and regularly operated in December of that year.

The debt of the company May 31, 1865 and 1866 was as follows:

	1865.	1866.
Bonded debt.....	\$575,500	\$551,500
Floating debt.....	430,323	874,028
Land notes.....	280,000	280,000
	\$1,285,823	\$1,805,528
Add capital stock.....	3,609,620	4,819,760
Total.....	\$4,895,443	\$6,625,288
—increase of indebtedness, \$1,729,845.		

The Dighton and Somerset Railroad was put under contract in the spring of 1865; and the bridge over Taunton river, at Somerset, was contracted for at the same time—the whole to be completed in the fall of that year. It was proposed from the commencement of the enterprise that at or near its completion, it should be united with the Old Colony and Newport Railroad, as contemplated by the charter. Upon this subject the directors say:

The Dighton and Somerset Railroad Company has been united with this company, as was contemplated at the commencement. The union took place in December last, by the votes of the two companies, in accordance with the provisions of the charter of that company; and the subscribers to stock in that company have received one share of the capital stock of Old Colony and Newport Railway Company, for each share owned by them in the Dighton and Somerset Railroad Company.

Early in the year 1864, movements were made in respect to building this branch; the pressure being so great, that it was impossible to defer it longer. The entire capital stock was subscribed, contracts were entered into, and active measures were taken, to hasten its building, so far as it could be done consistently with proper economy.

The road has been built at a time when all materials and labor commanded unusually high prices. It was, in the inception of the undertaking, anticipated that the cost would be much less than its Directors were forced to pay to insure its completion. As the work progressed, it was found much more difficult to execute than it was originally supposed. During the past year, much delay and expense have been incurred in consequence of the ledges, masses of rock, and indurated earth, which were unexpectedly met with. Some of the contractors failed to keep their contracts, and additional sums of money had to be paid them to secure the completion of the work. In several instances, we believe, no profit has been realized by contractors, notwithstanding the large sums we have paid them. We shall have, however, the satisfaction of possessing a railroad of thirty-three miles in length, built in the best manner in every particular, running in a straight line for twenty-seven miles, of an easy grade, shortening the distance between Fall River and Boston about five miles, and enabling us to reduce our running time between these two cities fifteen minutes, a circumstance of great importance to our express-trains. The road passes through important places, among which is the city of Taunton, distinguished among the cities of Massachusetts for the enterprise of its citizens, and its rapid and steady growth in population and wealth. From the local business on the line of this road, as well as from the greater facility we shall have in doing our through business, we anticipate, with confidence, a large and constantly increasing source of profit to this company. Further outlays on account of this road have been made since June 30th last; and other items of expenditure must occur, although we may now deem the road as substantially built and paid for.

The following is a statement of receipts and expenditures of the Dighton and Somerset Railroad Company, from the organization of the company, to June 30, 1866.

RECEIPTS.

Capital Stock:	
Amount paid in	\$850,000 00
Less amount paid off by the issue of stock of the Old Colony and Newport Railway Co.	847,500 00
Capital stock remaining unpaid June 30, 1866	\$2,500 00
Dividend of interest on payments for capital stock	\$36,792 70
Less dividends paid to June 30, 1866	36,651 36
Amount of dividends unpaid	141 34
Old Colony and Newport Railway Company.	
Capital stock	\$850,000 00
Cash and notes	403,736 96
	1,253,736 76

EXPENDITURES.

Construction	\$1,221,520 78
Dividend of interest to stockholders	\$36,792 70
Sundry payments	1,841 52
	\$38,634 22
Less interest received on loans	7,988 18
	30,646 04
Total expenditures	\$1,252,166 82
On hand:	
Stock of the Old Colony and Newport Railway Co.	\$2,500 00
Cash	1,711 28
	4,211 28
	\$1,256,378 10

In establishing the line of the Dighton and Somerset Railroad, it was found desirable to use a portion of the Easton Branch Railroad; and, after deliberation, it was deemed advisable to purchase this branch, that we might use two and one-half miles of it as a part of the Dighton and Somerset Railroad, and control the remaining portion, that it might be a source of profit, and not of trouble, to the new company. Accordingly the road was purchased; and as it appears in our accounts on May 31, 1866, the sum of \$54,800 had been paid for it; and all the shares of that company are now held by five of our Directors in trust for your company. It has been deemed advisable to preserve the organization of the Easton Branch Railroad for the present as an independent company. This road, of four miles in length, running between Easton and Stoughton, and connecting with the Stoughton Branch Railroad, has always been of itself more than self-supporting; has made regular dividends of six to eight per cent. per annum to its stockholders, and has lately declared a semi-annual dividend of seven per cent., which has been paid into your Treasury.

The following is a schedule of the increase of principal items of indebtedness during the past year:—

Lands purchased in South Boston ..	\$27,099 70
Change of location	30,121 25
On account of Newport Extension ..	128,854 50
New locomotives and cars	111,672 71
Freight house in Boston	143,703 71
New engine house in South Boston ..	39,284 51
Dighton and Somerset Railroad beyond amount of capital, viz., \$850,000, all paid in	403,736 76
Easton Branch Railroad	54,800 00
Station buildings	4,000 00
Increase of stock on hand, fuel, machine shop, stock, &c.	71,903 06
Taxes and insurance	5,000 00
	\$1,020,176 20

Deduct amount received from sale of land at Fall River during past year	7,800 00
---	----------

Increase of principal items during past year

To complete the Dighton and Somerset Railroad, and to equip it, and to carry out other partially completed works, we think will carry our debt to \$2,200,000, after applying to its payment the proceeds of stock undisposed of which we are authorized to issue under the votes of our stockholders.

We had authority to issue, under the votes of the stockholders, passed at the annual meeting in 1864, bonds to an amount of \$500,000 of which \$102,500 have been issued.

The Directors deem it important to improve the present state of the money market, and fund a large portion of our present debt upon the best terms which they can obtain. They, therefore, invite the attention of the stockholders to the importance of passing votes authorizing the Directors to issue an additional amount of bonds for the purpose of funding its present floating debt, and to provide means for works in progress.

Including the debt and capital stock, it may be said the property of the company is represented by about seven millions of dollars. For this we show—

72 miles of road from Boston to Newport.	
27 " " " Braintree to Plymouth.	
8 " " " Bridgewater Branch.	
3½ " " " Dorchester and Milton Branch.	
33 " " " Dighton and Somerset Railroad.	
1½ " " " Easton Br. R. R. not embraced in D. and S. R. R.	
145 " " " Total.	

Besides this, we have about thirteen miles laid on the lines of the above roads as a double track. All these roads will be, during this month, in perfect running order, laid with superior rails, a

portion of which, where the track is liable to be much worn, is of steel.

We are confident in stating that no road in this country is in better running order, nor better equipped, than our own. We believe also, that there is no better line of railroad in New England than our main line between Boston and Newport.

The following statement shows the items of the general expenses of the company for the year ending May 31, 1866:

Repairs of road	\$126,654 98
" bridges	22,568 00
" fences	2,068 46
" locomotives	50,525 23
" cars	49,571 97
" buildings, etc.	17,178 09
Renewals of iron	25,569 65
Switch, gate, signal and watchmen ..	20,526 49
Wood	10,541 16
Coal	101,269 54
Oil and waste	21,579 41
Salaries, wages, etc.	184,807 02
Gratuities and damages	12,912 03
Taxes and insurance	24,282 48
Salaries of officers, law and office expenses, etc.	27,269 29
U. S. mails	1,784 91
Rent (to B. & W. R. R. Co.)	500 00
Total, as above	\$699,608 71

The following is a comparative statement of the earnings, operating expenses, etc., exclusive of interest, from May 1, 1862 to April 30, 1866:

	Gross earnings.	Expenses and taxes.	Net earnings.
1862 ..	\$506,169 46	\$276,913 13	\$229,256 33
1863 ..	636,720 31	363,721 00	272,999 31
1864 ..	811,415 53	411,367 84	400,047 69
1865 ..	1,061,521 13	697,549 14	363,971 99
1866 ..	1,295,643 16	769,195 09	526,448 07

The equipment of the road consists of 32 locomotives, 56 passenger, 18 baggage, 300 merchandise and 61 gravel cars.

TRIAL BALANCE, May 31, 1866.

Construction	\$4,321,644 87
Cash	10,244 59
Stock on hand	207,810 06
New locomotives and cars	111,672 71
Taxes and insurance	5,000 00
Dorchester and Milton Br. R. R. Co.	36,937 88
Purchases and sales of real estate ..	192,409 92
Sundry accounts	582 37
Boston freight house	143,703 71
Real estate at Newport	114,000 00
Station buildings	4,000 00
New engine house, So. Boston	39,284 51
Easton Branch R. R. Co.	54,800 00
Post office department	3,323 77
Gravel account	8,546 14
South Cove purchase	330,000 00
Sinking fund	21,140 00
Unsettled freight bills	41,433 85
Bills receivable	24,068 18
Change of location	118,659 06
Dighton and Somerset R. R. Co.	1,253,736 76
Connecting road	140 94
	\$7,043,139 32
Capital stock	\$4,819,760 00
Income	204,538 48
Bills payable	974,028 03
Land notes	280,000 00
Funded debt	551,000 00
Dividends unpaid	10,757 02
Dividend No. 6, payable July 2, '66.	202,555 79
	\$7,043,139 32

President.—ALEXANDER HOLMES.

Directors.—Alexander Holmes, Uriel Crocker, George A. Kettell, Benjamin Finch, Francis B. Hayes, Oliver Ames and Minot Tirrell.

Treasurer.—JOHN M. WASHBURN.

Journal of Railroad Law.
ORGANIZATION OF NEW COMPANY.—SURRENDER OF
BONDS UNDER AGREEMENT.

The case of *Carpenter vs. Catlin*, lately decided in the Supreme Court of this State, is interesting as deciding a somewhat novel question arising out of an agreement between the bondholders of a railway company to surrender their bonds. The facts of the case sufficiently appear in the opinion of

INGRAHAM F., J.—Two questions are presented to us in the disposition of this case. One is as to the proper construction of the agreement between the parties, and the second as to the sufficiency of the demand made on the plaintiff for delivery of the bonds to the trustees. By the contract the bondholders agreed to surrender to the trustees or attorneys appointed under the agreement, "the bonds with all the coupons thereon set opposite to their signatures, whenever they should be required so to do, and to receive in lieu thereof the mortgage bonds of the new company," &c. In order rightly to construe this contract we must look at the whole scope and object of the agreement. The Milwaukee and Mississippi Railroad Company had become unable to pay its debts, and suits of foreclosure had been commenced on the mortgage given to secure classes of bondholders, and the object of the agreement was to provide for purchasing the road and organizing a new company under the name of the Milwaukee and Prairie du Chien Railway Company. It also was intended to choose the trustees and attorneys to act for the parties to the agreement in purchasing the road, and when purchased they were to organize a new company, and such new company was to issue bonds to the amount of the first mortgage bonds of the old company, which the signers to the agreement agreed to receive from the new company in exchange for the bonds they held, whenever the new company should be prepared to issue them.

I think it is apparent from these provisions, that the trustees were the mere agents of the signers of the contract. They had no interest of their own. The only means that was provided for the purchase of the road was the bonds held by the signers of the contract, and these were to be surrendered to the trustees whenever demanded by them. It is idle to suppose that the trustees were required to buy a road and advance the money therefor to the amount of \$2,300,000, and to give the benefit of such purchase to the bondholders. On the contrary, I think it was the duty of the parties to the contract to furnish the means for such purchase, and that such was the intent of the provision requiring a surrender to the trustees of the bonds held by the respective parties. The other provisions of the contract show that it was contemplated that these bonds should go into the hands of the trustees, and be held by them for the purposes of the agreement. The time of delivery was to be fixed by the trustees. The trustees were to make the purchase, and were prohibited from doing anything whereby any party should become liable to pay any money without his written assent, and were prohibited from selling, hypothecating, or incumbering the bonds which might come into their possession. These views are also strengthened by the provision in the decree of foreclosure, authorizing payment to

be made for the railroad when sold, in the first mortgage bonds of the old company.

It was contended by the plaintiff, that he was entitled to receive the bonds of the new company when he surrendered the old ones. This view cannot be sustained. He was bound to surrender the old bonds when demanded, but the new bonds were not to be issued until after the purchase of the road and the organization of a new company. Even after that, the trustees under the agreement had nothing to do with the issue of such bonds, but they were to be issued by the new company, and the parties agreed to receive from such new company the bonds at par for the old bonds. The bondholders had, therefore, no right to insist on an issue to them of the new bonds, before they were required by the contract to surrender the old ones.

Upon this branch of the case, I think the plaintiff was bound to surrender his bonds to the company when required, and that he had no right to insist at that time on a delivery of the new ones. The conduct of the plaintiff in reference to some bonds held by him, shows that such was his understanding of his obligations. On receipt of the notice from the trustees, he delivered to them three bonds of the five for which he signed the contract, and took the certificate of the trustees that he was entitled to receive new bonds therefor. His acts show that he understood and assented to this construction of the agreement.

The second question is, whether the trustees gave to the plaintiff the requisite notice. In September, 1860 notice was given by the trustees to the bondholders, among whom was the plaintiff, that it was necessary that they should have the immediate control and possession of the bonds, and requesting the holders to deposit their bonds with the trustees before the 31st October, 1860. The plaintiff received this notice, and complied with it by a deposit of three bonds. The contract does not require a personal demand. This may be made in writing, and I am at a loss to see why the notice so served upon the plaintiff was not in all respects a sufficient demand, and one which rendered compliance with it necessary by those who wished to avail themselves of the benefits of the contract. The demand was in writing. It specified the articles demanded, and stated the time of performance. It was in all respects full and sufficient, and the personal service of it upon the plaintiff rendered the demand complete.

There is another fact found by the referee, which shows that the plaintiff is not now entitled to the relief he asks. Upon the sale of the road, the amount of the purchase money yielded sixty per cent. on the bonds held by the plaintiff. This amount the trustees were required to pay into court for the use of the plaintiff, before they could obtain the title to the road. This money still remains in court, to the credit of the plaintiff. He has paid in this way the amount to which he was entitled as a creditor of the old company, on the foreclosure. Not having complied with the terms of the contract, he has no right to claim any benefits under it.

Something was said upon the argument in the plaintiff's favor, upon the ground that inasmuch as these bonds were in the hands of the trustees, and they could make the exchange, that equity would not work a forfeiture of the plaintiff's pro-

erty, by holding him to a strict performance of his contract. While this is a rule sometimes sanctioned, it is never adopted where a greater injustice would be inflicted on the other party. And where in consequence of the non-performance of the party seeking the aid of a court of equity to relieve him from the loss sustained by him thereby, other persons have been compelled to raise large sums of money to pay off the claims held by him, it can hardly be equitable to say that the mere interest on the money while lying unemployed in court, would be a sufficient compensation. If all the bondholders had refused to deposit their bonds, as the plaintiff did, and the trustees had been compelled to raise the whole of the purchase money to pay for the road, it would hardly be urged that they all could come in, after the purchase had been completed, and been found to be a profitable investment, and elect to become interested therein. If they all could not, I see no reason why any one of them should have the right to such an election.

The judgment should be reversed, the report of the referee set aside and a new trial ordered, costs to abide event.

The Grain Trade.

The Atlantic Telegraph reports fine weather in England, and improved harvest prospects, which has had a depressing effect on the English markets for cereal products. With peace and average crops in Europe, the prospect for an improved export demand for American Flour and Grain, except Indian Corn, the coming season is not encouraging, especially as Western Grain speculators seem determined to repeat their operations of last year, carrying prices up, and maintaining them far above the shipping point. Thus we read in our Western exchanges that recently Chicago Wheat dealers sold short to a large amount at \$1 65@1 80, in Milwaukee, for future delivery. Milwaukee operators at once brought up all the cash Wheat, and "put on the screws," sending cash Wheat up to \$2 25. Some of the "cornered" have, therefore, been obliged to ship Wheat from Chicago to Milwaukee to meet their obligations. As a result of these "cornering" operations, it is stated that No. 1 Wheat, which was quoted \$1 59@1 59½, dull, in Milwaukee on the 2d of August, had arisen to \$2 20@2 25 two weeks later—an advance of \$61@65½ cents, in spite of the fact that the crop is equal to any previous year. The system of warehousing in Chicago and Milwaukee affords brokers and others the same opportunities to speculate in Grain as gold does here; and though the former may not, perhaps, be so subjectively demoralizing as the latter, it is quite as great a curse to the country. By running up prices so inordinately, not only are the mass of consumers great sufferers, but the country loses the benefit of a vast export trade. The British Board of Trade returns show the extent to which Russia and France have supplanted the United States in the matter of supplying Flour and Grain to Great Britain. The imports of Wheat into that country for the first six months of 1866 amounted to 11,508,676 cwt., and this was 55 per cent. more than in the same period of 1865, and 15 per cent. more than 1864. In the last named year the United States sent 40 per cent. of the whole foreign supply. In 1866 she provided less than 3 per cent., a net decrease of 37 per cent. France and Russia furnished the bulk of the Grain supply, Russia 32 per cent. of the whole, and Prussia 15 per cent. The importations of Flour, too, were equally increased. They were 3,134,484 cwt., in the six months of 1866, which is more than twice the amount of 1865, and 11 per cent. over those of 1864; France sends 87 per cent. of the whole. The import of Indian Corn is threefold that of 1865, and six times greater than in 1864, the United States furnishing considerably more than

their accustomed proportion of this cereal. These figures are not inviting, though it is hardly probable that this condition will be permanent. With our broad acres and fertile soil, coupled with a multitude of labor-saving machinery unknown to other lands, we can undoubtedly raise Grain in greater abundance, and at lower prices, than any other country. The superior facilities which we enjoy, too, are made stronger by the desire which England has for exchanging her manufactures for our Grain. This she can do only to a limited extent with any European country. The falling off in our exports of Breadstuffs to Great Britain during the last two or three years was owing to short crops, consequent upon the withdrawal of a vast amount of labor for war purposes; to the increased consumption at home, and to the disturbed state of the exchanges and the perturbations of the money market, through the rebellion. We are inclined to believe that the improvement of our finances and the rapid development of our agricultural resources will again give us the advantage we once enjoyed in the foreign Grain trade. Since the foregoing was written, telegraph accounts from Europe represent the damage to the English crops by the heavy storms early in August as very trifling, and all accounts agree that there will be a full average yield. From France, on the other hand, the crop accounts are bad, and the prediction is ventured, that she will have to import instead of export, Breadstuffs the coming season. If this prediction shall be verified, there will surely be a more extensive demand in Europe for our Breadstuffs than has existed for years, which cannot fail to have an important bearing on the balance of trade.—*Shipping List*, Aug. 29.

Railroad Whistles.

Is it necessary that they should be so loud and shrill? We have noticed that those used on the locomotives of the New York and Albany Railroad are pitched upon a lower key. They produce a heavy and deep sound, which gives sufficient warning, and is a relief from the ear-piercing shriek.

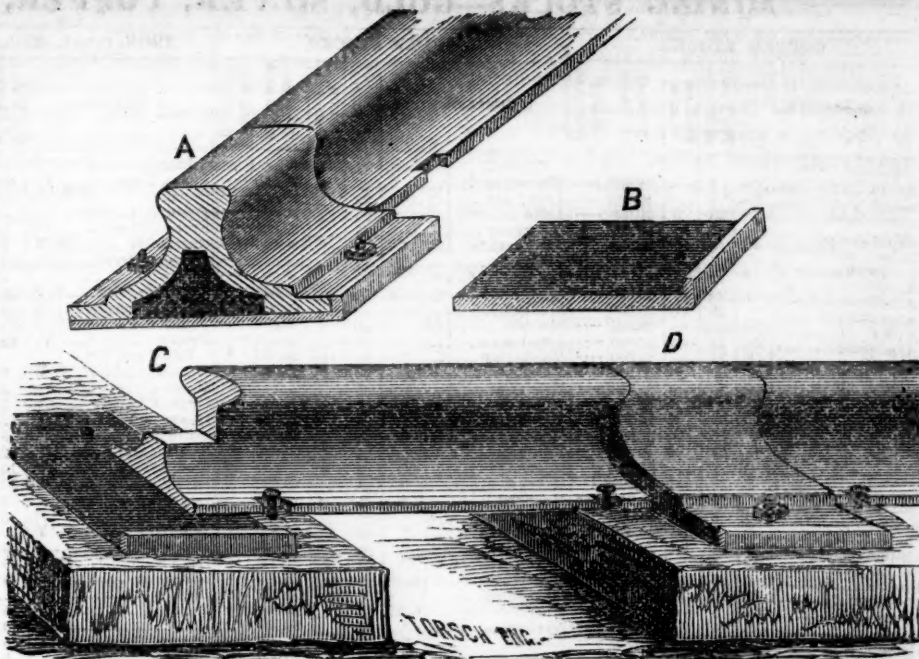
This is a graver annoyance and a more serious matter than most persons imagine. All who live near the railroad stations must know what the annoyance is; but to the sick, in some cases, it may be almost a matter of life and death. To a patient lying low with a nervous fever, and laid to sleep by careful hands, this horrid shriek may be a death-knell.

Of course, we do not object to anything that is required by the public convenience and safety. The law allows railroads to be run near our houses and through our grounds, and we submit. But the railroad managers need not inflict unnecessary annoyance upon the public.

If a low deep roar is found on trial to give as good a warning as a shrill shriek, railroad managers would greatly oblige the public by having the form or tone of the locomotive whistles changed. It is a little thing for them, but a great thing for the aged, the sick, and the nurses of infants who live along their lines.—*Evening Post*.

New York Northern Railroad Company.

This road is now surveyed, and we understand that the indications thus far are in every way favorable. It is calculated to unite our business and markets with those of Canada, by the shortest route, connecting at Ogdensburgh, one of the most important points on the St. Lawrence, with the Grand Trunk railroad. Beyond this, however, the road will open up one of the best sections of timbered country in the world, and iron beds of vast value, hitherto worthless because of the difficulty of the transportation of the ore. The extreme northern part of the country through which the road is to pass is of nearly as mild a temperature as this region, and its soil is said, contrary to general supposition, to be very fertile. The directors, we are glad to notice, have selected very competent men for the important positions in their gift.—*Troy Press*.



Description of GRAFF'S Patent Railway Fastening. PATENTED, AUGUST 28TH, 1866.

A. the "Saddle" made to fit the rails after they have been cut; B. the Plate set in the tie upon which the rails and saddle rest; C. the rail cut to fit in the saddle; D. the rails laid in the track, and held in place, down and together, by the fastening.

The attention of all Railway Companies, Railroad Iron, and Rail Fastening Manufacturers, is directed to this valuable invention, which, for simplicity, safety, economy and durability, cannot be excelled or equalled.

In this fastening, is combined all the various fastenings now and heretofore in use by Railways. It prevents the rails from rising or jumping up at the ends or joints; the wheels from striking and splitting ends of rails; the track from creeping and spreading; it divides the space usually allowed for expansion of rails; it dispenses with all chairs, side plates and fastenings now used; it makes a continuous rail, and a track as smooth as a floor and free from all jolting and jarring; it is a great saving of ties; it enables the rails to be taken up and put down without injury to the tie, rail or fastening, in less than half the time, and with less labor than is now required to do so; it enables old rails with battered ends, now considered only as old iron, again to be used in the track; it is especially intended for steel rails, and tracks laid with new rails; it costs less to keep the track and rolling stock in repair; and makes accidents less liable to happen. The right to use and manufacture this fastening or "Saddle," is now for sale. Circulars with drawings of fastenings will be furnished on application to the patentee. Consent will be given (on application) for one road in each State, to lay a limited number of miles with my fastening.

E. BEATTY GRAFF,

Attorney at Law, &c.,
BALTIMORE, MD.

Railway between Rangoon and Western China.

At a recent interview, in London, of a deputation from the Liverpool Chamber of Commerce and the Liverpool East India Association with the Indian Secretary, memorials on the importance of establishing railway and telegraphic communication between Rangoon and Western China were read. Government was urged to employ skilful engineers to make a complete survey of the country through which the proposed line would pass, and to send an envoy of sufficient rank to the King of Ava to secure his permission and co-operation to the proposed line, which is intended to pass through territory either belonging to or dependant on him. Sir James Fergusson, who acted for Lord Cranborne, assured the deputation that both Lord Cranborne and himself felt a very great interest in the matter, and promised that the whole question should have the careful, and, as far as possible, favorable consideration of her Majesty's Government.

Brandywine Railroad.

The Wilmington (Del.) *Republican* says that a movement has been made in that city to obtain subscriptions for the construction of the Wilmington and Birdsborough railroad. Messrs. Harlan, Hollingsworth & Co. head the list with a subscription of \$20,000; several other gentlemen follow with subscriptions of \$5,000 others with \$3,000, \$2,000, \$1,500, \$1,000, \$500, &c.

The work of constructing the Railroad Bridge over the Ohio River at Louisville has been commenced. The bridge will be without a draw, and so elevated that boats of any class can easily pass under it when the river is at its highest stage. The enterprise is undertaken by the Louisville, Nashville and Jeffersonville railroad companies. Cost \$1,500,000.

George W. Bently, Esq., late Superintendent of the Worcester and Nashua Railroad, has accepted the appointment of Superintendent of the New London Northern Railroad.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.					COMPANIES.					COMPANIES.					COMPANIES.				
Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.				
COPPER:					COPPER:					IRON:					GOLD:				
Acton.....Ca.	5	200,000	---	Knowlton.....L. S.	25	8	20,000	Broad Top.....Pa.	50	---	---	Acadia.....N. S.	5	100,000	---				
Acton Vale.....Ca.	5	50,000	---	Lafayette.....Ca.	25	---	20,000	Copake.....N. Y.	50	50	50,000	Ada Elmore.....Idaho.	10	100,000	---				
Adventure.....L. S.	25	11	20,000	Lake.....Ca.	25	2	20,000	Foster.....N. Y.	5	---	---	Albion.....Idaho.	10	100,000	---				
Albany.....Ca.	25	20,000	---	Lawrence.....L. S.	25	---	20,000	French Creek.....Pa.	5	---	100,000	Altona.....Col.	5	100,000	---				
Albany and Boston.....L. S.	25	3	20,000	Lennoxville.....Ca.	5	---	100,000	Garrison's.....N. Y.	5	5	100,000	American.....Col.	100	50,000	---				
Algoma.....L. S.	25	13	20,000	Logan.....Ca.	5	---	100,000	George's Creek.....Md.	100	5	10,000	American Flag.....Col.	10	50,000	---				
Allouez.....L. S.	25	1	20,000	Lower California.....Mo.	5	---	40,000	Harewood.....L. S.	25	25	20,000	Ascot.....Can.	100	60,000	---				
American.....L. S.	25	17	20,000	Lyster.....Ca.	2	---	200,000	Lake Superior.....L. S.	25	50	10,000	Atl. & Pac.....Nev.	50	50,000	---				
Amygdaloid.....L. S.	25	---	20,000	Madison.....L. S.	25	6	20,000	Mount Pleasant.....Pa.	50	50	20,000	Baltic.....L. S.	100	100,000	---				
Anita.....Cal.	10	---	20,000	Malden.....L. S.	25	2	20,000	Teal Lake.....L. S.	25	---	20,000	Bates & Baxter.....Col.	5	80c	---				
Annapolis.....Md.	10	---	20,000	Mandan.....L. S.	25	44	20,000	Tyson.....Vt.	10	---	20,000	Benton.....L. S.	5	100,000	---				
Arcadia.....L. S.	25	---	20,000	Manhattan.....L. S.	25	34	20,000	LEAD AND ZINC:					Black Hawk.....L. S.	100	50,000	---			
Arizona.....Ariz. T.	100	---	100,000	Marquette.....L. S.	25	34	20,000	Amenia.....N. Y.	5	---	100,000	Bob-Tail.....L. S.	10	100,000	---				
Arnold.....L. S.	25	---	20,000	Maryland.....Md.	5	---	20,000	Bucks County.....Pa.	5	---	40,000	Briggs.....Col.	10	10,000	---				
Ascot.....Ca.	25	14	20,000	Massachusetts.....L. S.	25	48	20,000	Canada.....Ca.	5	---	50,000	Burroughs.....L. S.	10	100,000	---				
Astor.....L. S.	25	2	20,000	Medora.....L. S.	25	14	20,000	Champion.....N. Y.	5	---	110,000	Bullion.....Mtns.	5	200,000	---				
Atlas.....L. S.	25	44	20,000	Mendota.....L. S.	25	11	100,000	Clute.....L. S.	5	24	200,000	Bullion Consol.....Col.	1	300,000	24				
Aztec.....L. S.	25	13	20,000	Merrimac.....L. S.	25	61	20,000	Continental.....L. S.	24	---	100,000	Chebucto.....N. S.	5	100,000	---				
Balt. and N. C.....N. C.	5	---	13	Merryweather.....L. S.	25	8	20,000	Eastport.....Me.	10	---	40,000	Central.....Col.	5	200,000	---				
Bay State.....L. S.	25	2	20,000	Mesnard.....L. S.	25	8	20,000	Erie.....N. Y.	2	---	100,000	Central Gold.....L. S.	5	20,000	---				
Beaver.....Ca.	5	---	125,000	Meteor.....L. S.	25	---	20,000	Gay's River.....Mass.	5	---	100,000	Chaudiere.....Can.	5	100,000	---				
Bedford.....Ca.	5	---	20,000	Michigan.....L. S.	25	---	20,000	Hampton.....Mass.	5	---	100,000	Cobden.....Idaho.	10	100,000	---				
Black River.....L. S.	25	17	20,000	Minnesota.....L. S.	25	14	20,000	Jefferson.....N. Y.	5	---	10,000	Columbia.....Nev.	100	50,000	---				
Bohemian.....L. S.	25	17	20,000	Missisquoi.....Ca.	2	---	150,000	Kings Hill.....Mich.	5	---	200,000	Consol Gregory.....Col.	100	50,000	17				
Bolton.....Ca.	5	---	20,000	Morrison.....L. S.	25	---	20,000	Lancaster.....Pa.	5	---	50,000	Copalsine.....L. S.	50	250,000	---				
Boston.....L. S.	25	24	20,000	Nashua.....L. S.	25	---	20,000	Lehigh.....Pa.	5	---	110,000	Corvord.....L. S.	25	100,000	---				
Brooklyn.....L. S.	25	24	20,000	National.....L. S.	25	64	20,000	Macomb.....N. Y.	5	---	110,000	Continental.....L. S.	100	20,000	---				
Broome.....Ca.	5	---	100,000	Native.....L. S.	25	---	20,000	Maine.....Me.	10	---	50,000	Denver.....L. S.	20	50,000	---				
Cabot.....L. S.	25	5	20,000	Naumkeag.....L. S.	25	1	20,000	Mineral Point.....N. Y.	5	---	100,000	Downville.....L. S.	1	300,000	---				
Caledonia.....L. S.	25	5	20,000	Nebr-ka.....L. S.	25	---	20,000	Morgan.....N. Y.	5	---	100,000	Eagle.....L. S.	10	100,000	---				
Cambridge.....L. S.	25	5	20,000	Nequaquet.....L. S.	25	2	20,000	Mount Hope.....N. Y.	24	---	80,000	East Bannock.....Mtns.	2	100,000	---				
Canada.....Vt.	4	1	100,000	New England.....L. S.	25	2	20,000	New Hampshire.....N. H.	5	---	100,000	El Dorado.....Col.	5	500,000	---				
Carp Lake.....L. S.	5	---	20,000	New Jersey cons.....N. J.	10	---	100,000	New Jersey.....N. J.	10	---	12,000	Empire.....L. S.	20	250,000	---				
Cascade.....L. S.	25	5	20,000	Newton.....Ca.	1	---	200,000	N. Y. & Boston.....N. Y.	10	---	100,000	Excelsior.....L. S.	10	30,000	---				
Central.....L. S.	25	14	20,000	North Cliff.....L. S.	25	1	20,000	Oswegatchie.....Ca.	5	---	100,000	Garrison's.....L. S.	50	100,000	---				
Champlain.....Ca.	14	---	200,000	North State.....L. S.	25	34	20,000	Phoenia.....N. Y.	5	---	50,000	Gem.....L. S.	50	25,000	---				
Chatham.....L. S.	25	---	20,000	North Western.....L. S.	25	114	20,000	Placencia Bay.....N. F.	5	---	200,000	Goconda.....Col.	20	250,000	---				
Cheticamp.....L. S.	25	---	20,000	Norwich.....L. S.	25	114	20,000	Ramsay.....Ca.	25	---	20,000	Gold Mountain.....Col.	10	600,000	---				
Chippewa.....L. S.	25	---	20,000	Ogima.....L. S.	25	7	20,000	Rochester.....L. S.	24	---	200,000	Gold Mining.....L. S.	100	50,000	---				
Clinton.....L. S.	25	---	20,000	Ontario.....L. S.	25	---	20,000	Rossie.....N. Y.	5	---	100,000	Gunnell.....L. S.	10	200,000	---				
Collin.....L. S.	25	4	20,000	Ottawa.....Ca.	1	---	200,000	Shawangunk.....N. Y.	5	---	100,000	Gunnell Central.....L. S.	50	20,000	---				
Concord.....L. S.	25	5	20,000	Pacific.....L. S.	25	---	20,000	Sussex.....N. J.	5	---	125,000	Gregory.....L. S.	50	20,000	---				
Consolidated.....L. S.	25	5	20,000	Pennsylvania.....L. S.	25	50	20,000	Union.....Pa.	5	---	100,000	Great Western.....L. S.	10	60,000	---				
Copper Creek.....Mo.	100	---	10,000	Petherick.....L. S.	25	54	20,000	Walkill.....N. Y.	5	---	100,000	Hope.....L. S.	25	80,000	---				
Copper Creek.....Wis.	25	---	20,000	Pewabic.....L. S.	25	54	20,000	Warren.....N. H.	5	---	100,000	Holman.....L. S.	2	150,000	---				
Copper Falls.....L. S.	25	24	20,000	Phila. & Boston.....L. S.	25	15	20,000	White Mountain.....L. S.	5	---	100,000	Idaho.....Nebr.	100	100,000	---				
Copper Harbor.....L. S.	25	1	20,000	Phoenix.....L. S.	25	15	20,000	American.....Pa.	25	---	60,000	Isaac's Harbor.....N. S.	5	100,000	---				
Copper Hill.....Wis.	1	---	200,000	Pittsburg & Boston.....L. S.	25	54	20,000	Appleton.....Pa.	50	50	50,000	Kansas Colorado.....Col.	10	100,000	---				
Corinth.....Vt.	25	---	100,000	Pontiac.....L. S.	25	104	20,000	Ashburton.....Pa.	50	50	50,000	Kip & Buel.....L. S.	2	100,000	---				
Cornwall.....Vt.	25	---	20,000	Prescott.....Ariz. T.	100	---	100,000	Atlantic & G. O.....Md.	100	100	40,000	Liebig.....L. S.	5	200,000	---				
Dacotah.....L. S.	25	24	20,000	Providence.....L. S.	25	---	20,000	Baltimore.....L. S.	100	---	40,000	Lake Major.....N. S.	50	12,000	---				
Dana.....L. S.	25	34	20,000	Quincy.....L. S.	10	10	20,000	Beaver Meadow.....Pa.	50	50	10,000	Mariposa.....Cal.	100	100	50,976	114			
Deep River.....N. C.	5	---	10,000	Relliance.....L. S.	25	---	20,000	Belmont.....L. S.	50	50	10,000	Do. preferred.....L. S.	100	100	57,744	24			
Delaware.....L. S.	25	204	20,000	Republie.....L. S.	25	8,000	20,000	Big Mountain.....Pa.	5	---	100,000	Mammoth.....Col.	10	100,000	---				
Derby.....L. S.	25	1	20,000	Resolute.....L. S.	25	64	20,000	Boston & Picton.....N. S.	5	---	100,000	Manhattan.....L. S.	10	100,000	---				
Devon.....L. S.	25	14	20,000	Ridge.....L. S.	25	8	20,000	Bridgeport.....Pa.	10	10	30,000	Massachusetts.....L. S.	5	250,000	---				
Dorchester.....L. S.	25	---	20,000	Rochester.....L. S.	25	24	20,000	Broad Mountain.....L. S.	10	10	30,000	Mount Vernon.....Nev.	10	200,000	---				
Douglas.....Ca.	2	1	200,000	Rockland.....Ca.	1	12	20,000	British American.....N. S.	5	---	100,000	Montana.....Col.	4	100,000	---				
Dudley.....L. S.	25	14	20,000	Roscoe.....L. S.	25	3	20,000	Cape Briton.....N. S.	24	24	200,000	National.....L. S.	10	200,000	---				
Dunham.....Ca.	2	---	200,000	St. Clair.....L. S.	25	---	20,000	Cameron.....Pa.	50	50	60,000	New York City.....Nev.	100	50,000	---				
Durham.....L. S.	25	---	20,000	St. Flavian.....Ca.	5	---	100,000	Central.....L. S.	100	100	20,000	New York.....Col.	10	100,000	---				
Eagle River.....L. S.	25	34	20,000	St. Louis.....L. S.	25	1	20,000	Coal Brook.....L. S.	50	50	20,000	N. Y. & Nevada.....Nev.	10	100,000	---				
Edwards.....Ca.	25	14	20,000	St. Margaret.....Ca.	5	---	200,000	Columbian.....Md.	50	---	10,000	N. Y. & N. Sco.....N. S.	10	100,000	---				
Ely.....Ca.	25	10	20,000	St. Mary's (L. & M.).....L. S.	25	64	20,000	Consolidation.....Md.	50	---	10,000	North Clear Creek.....Col.	10	100,000	---				
Empire.....L. S.	25	---	20,000	Salem.....L. S.	25	---	20,000	Continental.....Va.	50	---	10,000	Pacific.....L. S.	100	40,000	---				
Eureka.....L. S.	25	---	20,000	Seneca.....L. S.	25	---	20,000	Cumberland.....Md.	100	100	60,000	Peoples.....Col.	50	100,000	---				
Everett.....L. S.	25	1	20,000	Sharon Consol.....L. S.	25	21	20,000	East Mahanoy.....Pa.	25	---	20,000	Prescott.....Ariz.	10	100,000	---				
Evergreen Bluff.....L. S.	25	54	20,000	Sheldon & Col.....L. S.	25	21	20,000	Everhart.....Pa.	25	---	20,000	Quartz Hill.....Col.	25	40,000	44				
Flint Steel River.....L. S.	25	94	20,000	Silver Creek.....L. S.	25	1	20,000	Franklin.....L. S.	100	---	5,0								

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Completed, equal in single trk.	Length, in miles or projected	Equip-ment.			Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Cars.						Bonded Debt.	Floating Debt.	Gross.	Nett.			
			Horse.	2-horse.	1-horse.										
MASSACHUSETTS.															
Nov. '65	3.36					Boston and Chelsea.	\$10,000	\$10,000			\$8,900	\$6,920			2 1/2
Nov. '65	4.52		208	31		Broadway, Boston.	324,225	350,000		7,297	104,680	10,130			4 1/2
Nov. '65	27.43					Cambridge.	734,671	727,800	150,000		94 (Union Co.)				9
Nov. '65	3.75					Dedham and West Roxbury	53,229	41,000		12,229	(Metro poll'n)				
Nov. '65	2.74		29	6		Lowell (Horse).	145,119	43,708		1,413	15,157	loss			
Nov. '65	12.50		167	32		Lynn and Boston.	275,739	200,000	50,000	54,259	150,114	loss.	4		
Nov. '65	3.41					Malden and Melrose.	60,246	200,000	64,452	66,222	(Middlesex)				
Nov. '65	3.07					Medford and Charlestown.	36,600	21,000	10,000		(Middlesex)		50		
Nov. '65	33.74		840	151		Metropolitan (Boston).	1,492,107	1,250,000		287,160	651,603	loss.	3		
Nov. '65	3.87		255	41		Middlesex (Boston).	487,441	400,000	32,000	75,952	174,882	2,577			
Nov. '65	5.69		60	9		Quincy.	154,233	71,600	58,400	56,500	32,583	loss.			
Nov. '65	6.75		52	16		Salem & South Danvers.	176,093	150,000	16,600	13,059	36,108	1,975			
Nov. '65	2.68					Somerville.	50,000	50,000			(Mal. & Mel.)		5		
Nov. '65	2.50		10	3		Stoneham street (Boston).	36,800	33,000			8,241	1,091	3		
Nov. '65	6.74					Suburban.	95,500	5,000			(Middlesex)				
Nov. '65			392	63		Union (Transportation).	242,800	160,000	20,000	130,743	307,780	loss.			
Nov. '65	1.55		15	3		West Cambridge.	16,350	13,600			8,955	loss.	3 1/2		
Nov. '65	2.25					Winnisimmet.	62,152	60,000		500	5,000	2,922	4		
Nov. '65	11.66		44	8		Worcester.	92,763	75,800	61,500	1,826	19,687	loss.			
CONNECTICUT.															
Jan. '64	3.0	3.0	45	7		Fairhaven and Westville.	100,000	100,000					8		
Dec. '62	8.5		11	3		Hartford and Wethersfield.	300,000	300,000							
NEW YORK.															
Sep. '65	7.17			6		Albany.	85,544	50,000	31,000		65,155	501			
Sep. '65	17.50		35			Blecker St. & Fulton Ferry.	1,595,966	900,000	610,000	45,000	103,215	37,588		100	
Sep. '65	10.73		32	28		Broadway (Brooklyn).	228,256	200,000	27,500	5,802	81,027	12,600		100	
Sep. '65	14.33		98			Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1,000,000	100,000	612,779	198,082		100	
Sep. '65	7.75		10	2		Brooklyn, Bath & Coney Is'd.	135,178	100,000	80,000	71,180	2,068	8,282		100	
Sep. '65	24.00		35	43		Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666	9	100	
Sep. '65	50.18	19.0	146	29		Brooklyn City.	1,333,460	1,000,000	170,000		857,701	148,758	5 1/2	10	
Sep. '65	11.75	4.00	32			Brooklyn City and Newtown	539,162	366,000	200,000	37,682	104,691	5,651		100	
Sep. '65	0.09	9.41				Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200				100	
Sep. '65		3.50				Brooklyn City & Rockaway		7,500	35,000					100	
Sep. '65	24.00		106			Centrl Pk. N. & E. Riv. (N. Y.)	1,517,906	955,900	550,000		528,090	74,057		100	
Sep. '65		2.00				Clinton Avenue (Albany).		2,800						100	
Sep. '65		2.00				Cohoes & Waterford.		500						100	
Sep. '65	19.75		32			Coney Island and Brooklyn.	612,365	500,000	138,000	4,192	150,634	34,102		100	
Sep. '65	11.82		46			D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362		100	
Sep. '65		6.00				East & North River (W. Co.)	650	650						100	
Sep. '65	18.00	1.00	141			Eighth Avenue.	1,260,915	1,000,000	160,000		627,153	90,670	6	100	
Sep. '65	12.00		42			42d st., & Grand st., Ferry.	962,521	750,000	280,000	2,698	227,662	63,047	5	100	
Sep. '65	4.52					Grand St. & Newtown (W'g)								100	
Sep. '65	10.00		17	2		Harlem Br., Morris' & Ford'm	108,738	72,000	118,500	3,000	52,790	2,600		100	
Sep. '65		19.00				Harlem & Tarrytown.		8,550						100	
Sep. '65	19.10		30			Ninth Avenue.	444,877	795,360	112,000		74,514	loss.		100	
Sep. '65		11.00				Port Morris & Westchester.	1,200	1,200						100	
Sep. '65	11.00		10			Rochester City & Brighton	251,559	138,400	100,000		80,025	29,616		100	
Sep. '65	16.00					Second Avenue (N. Y.).	1,218,127	650,000	520,000	136,970	388,298	103		100	
Sep. '65	8.37					Sixth Avenue (N. Y.).	1,409,576	750,000			139,604	482,224	loss.	100	
Sep. '65	17.50		147			Third Avenue (N. Y.).	2,110,100	1,170,000	1,180,000	115,000	1,024,748	211,243	9	100	
Sep. '65		5.00				Third Avenue & Fordham.	975	975						100	
Sep. '65	4.46	1.00				Troy and Cohoes.	50,000	50,000			leased.			100	
Sep. '65						Troy & Lansingburg.								100	
Sep. '65	6.50	9.00				Utica City.	209,235	124,500	100,000	1,2	30,753	loss.		100	
Sep. '65	1.50		4			V. Brunt st. & Erie Bas. (Buff).	62,000	50,000	12,000		12,839	808		100	
Sep. '65						Westchester.	5,949	7,370						100	
Sep. '65		4.00				West Shore.	1,457	2,200						100	
NEW JERSEY.															
Dec. '62	5.32		7			Hoboken and Hudson City.	32,000	30,000		2,000					
Dec. '62	5.05	2.50	8			Hoboken and Weehawken.	134,400	70,000	60,000		17,228	9,986	3		
Dec. '62	10.47					Jersey City & Bergen Point.									
Dec. '65	17.00		150	22		Orange and Newark.	599,414	281,550	300,300	20,950	105,358	29,459		50	
Dec. '65	5.80		8			West Hoboken & Hoboken.	100,000	40,000	60,000						
PENNSYLVANIA.															
Oct. '65	7.89		142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000				40	10	
Oct. '65	5.50		122	21	3	Citizens' (Pittsburg).	188,024	100,000	50,300	10,318	114,721	34,877	10	50	
Oct. '65	12.33		262	40	0	Frankford & Southw'k (Ph.)	765,589	491,620	200,000		286,861	91,545		50	
Oct. '65	6.00		86	18	2	Fairm't Pk & Del. Riv. (Ph.)					62,732	8,227			
Oct. '65	4.50		195	33	8	Green & Coates st. (Phila.)	232,953	150,000	100,000		158,803	39,721	2	50	
Oct. '65	19.04		250	44	0	Germantown.	385,189	112,245	250,000		197,195	49,561			
Oct. '65	5.00		120	25	0	Girard College (Phila.)	114,611				122,866	36,832	4	50	
Oct. '65	2.00		25	4	1	Harrisburg City.	49,504	30,118		9,000	6,726	3,562		25	
Oct. '65	4.50		328	56	0	Heston, Mantua & Fairm't		183,600		75,131	153,813	39,179		50	
Oct. '65			105	16	2	Lombard & South st. (Phila.)	156,000	90,000	50,200	16,000	72,460	14,007		25	
Oct. '65						Oakland (Pittsburg & E. L.)									
Oct. '65	3.75	124	18		6	Pittab, Allegheny & Manch'r	96,385	75,000	36,000	150	88,795	20,243	16	50	
Oct. '65	2.06	67	12		0	Pittsburg and Birmingham.	66,440	54,000	22,600		67,040	14,278	14	50	
Oct. '65	3.80	165	27		0	Philadelphia City.	240,264	100,000	135,000		149,978	59,722	7 1/2	50	
Oct. '65	5.00	64	10		3	Philadelphia and Darby	86,383	100,000	17,000		38,781	6,494	5	20	
Oct. '65	4.50	51	10		0	Ridge Avenue & Manyunk.	179,535	120,000	63,300		41,737	6,903		50	
Oct. '65	18.09	431	67		5	Second & Third st. (Phila.)	472,031	203,757	137,300		437,562	158,830	10	50	
Oct. '65	5.62	87	9		7	17th & 19th st. (Phila.)	114,388	120,000			51,683	9,187		50	
Oct. '65	7.00	118	16		3	Spruce & Pine (Phila. & Gr'g' P.)	249,411	217,697	15,000	10,000	84,900	20,545	4 1/2	50	
Oct. '65	6.25	210	35		2	10th & 11th st. (Citizens')	176,048	192,750			210,143	87,810	9 1/2	50	
Oct. '65	23.05	143	23		0	13th & 15th st. (Phila.)					143,038	38,435	5	50	
Oct. '65		412	70		0	Union, Philadelphia	527,185	291,475	80,000	263,128	206,953	5,800		50	
Oct. '65	6.00	327	52		5	West Philadelphia	355,106	249,100	100,000	10,000	305,261	81,335	10	50	
Oct. '65	1.00	9	4		0	Williamsport.		15,150		622	3,637	1,851		25	
MARYLAND.															
Dec. '62	21.00		340	50		Baltimore City.	700,000	670,000		31,540	239,050	21,058			
OHIO.															
Dec. '62	5.00					Cincinnati Street.	151,913	150,000							
Dec. '62	5.00					City (Cinc.) Passenger.	111,412	100,000							
Dec. '62	3.81					Passenger (Cinc.).	69,837	50,000							
Dec. '62	3.63					Pendleton & S. st. Mart' (Cin.)	70,000	50,000							

DESCRIPTION.	Amount out- standing.	INTEREST.		Principal payable.	Market Price.
		Rate.	Pay- able.		
Way (Brooklyn):					
Estate Mortgage	27,500	7	Months.	Year.	p c.
Way & 7th Avenue:			J. & J.		
Mortgage	200,000	7	J. & D.	1884	
Bryn, Bath & Coney Is'd	80,000	7	J. & J.	1883	
Mortgage	20,000	7	J. & J.		
Bryn and Rockaway:					
Mortgage	304,250	7	J. & D.	1870	
Bryn Centr. & Jamaica:					
Mortgage	170,000	7	J. & J.	1872	
Bryn City:					
Mortgage	200,000	7	J. & J.	1872	
Bryn City & Newtown:					
Mortgage	20,000	7	J. & J.	1884	
Bryn City & Ridgewood:					
Mortgage	150,000	6	J. & J.	1881	89
Bridge:					
Mortgage	650,000	7	J. & J.	1874	
Al Park, East & North					
River:					
Mortgage	57,900	7	J. & J.	1870	
One's (Pittsburg):					
Mortgage	25,000	6	J. & J.	1871	
Ondale:					
Mortgage	138,000	7	J. & J.	1873	
Island and Brooklyn:					
Mortgage	6,500	7			
Ware County:					
Mortgage	5,000	6			
Hester:					
al Estate Mortgage	200,000	7	J. & J.		
ock, E. B'dw. & Battery:					
Mortgage	160,000	7	J. & J.		
t Avenue:					
Mortgage	127,150	7	J. & J.	1873	
y-second street:					
Mortgage	134,500	7	J. & J.		
al Estate					
ford and Southwark:					
Mortgage	200,000	7	J. & J.	1869	107
Mantown:					
Mortgage	250,000	7	J. & J.	1869	
n and Coates St.:					
Mortgage	98,000	7	J. & J.	1870	95
em Br., Morris'a & Ford'm					
Mortgage	118,000	7	J. & J.		
onville Mantua & Fair-					
mount:					
Mortgage	40,000	7	J. & J.	1869	
oken and Weehawken:					
Mortgage	60,000	7	M. & S.	1872	
and Boston:					
Mortgage [road]	50,000	6	M. & S.	71-72	88
ten and Melrose:					
Mortgage guaranteed	64,452	6		1880	91
ford and Charlestown:					
Mort. [Winter St. Br.]	10,000	6			
llessex:					
Mortgage	32,000				
alden & Melrose bonds	49,451				
al Estate	10,000				
h Avenue					
Mortgage	112,000	7			
ch Philadelphia:					
Mortgage	100,000	7	J. & J.	1869	
nge and Newark:					
Mortgage Broad street	100,000	7	J. & J.	1881	
O. & Newark	100,000	7	J. & J.	1380	
Mortgage	100,000	7	J. & J.	1383	
delphia City:					
Mortgage	135,000	6	J. & J.	1879	91
delphia and Darby:					
Mortgage	17,000	7	J. & J.	1870	
a. and Gray's Ferry:					
Mortgage	15,500	7			

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Rate.	Payable.	Interest.	WHEN PAYABLE.	Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Rate.	Payable.	Interest.	WHEN PAYABLE.	Market Price.
NATIONAL SECURITIES, Sept. 1.							New York—State Bonds.....canal fund	6,000,000	5	Quarterly.	1873	100	
Loan of Jan. 28, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	1804		.....general fund	2,250,000	5	"	1874	97	
Loan of March 31, 1848.....registered	8,908,342	6	"	1868	1267		.....canal fund	500,000	5	"	1875	99	
Texas Indemnity, of Sep. 9, 1850.....coupon	618,000	5	"	Due.			.....general fund	800,000	5	"	1877		
Loan of June 14, 1853.....registered	20,000,000	5	"	1874	100		.....canal fund	908,807	5	"	1878	97 1/2	
Loan of June 22, 1860.....registered	7,022,000	5	"	1871	104		.....general fund	1,163,000	5	"	1886		
Oregon War Loan of March, 1861.....coupon	1,016,000	5	"	1881	103		.....canal fund	442,960	5	"	1868		
Loan of Feb. 8, 1861.....registered	18,415,000	5	July.	1881	109		.....general fund	187,000	5	"	1871		
Loan of July 17, & Aug. 5, 1861.....coupon	234,303,800	5	Jan. & July.	1881	112		.....canal fund	4,500,000	5	"	1874	91	
Loan of Feb. 25, 1862 (5-20s).....registered	514,780,500	5	"	1881	111 1/2		.....general fund	900,000	5	"	1875		
Loan of March 3, 1864 (5-20s).....coupon	100,000,000	5	May & Nov.	1882	111 1/2		.....canal fund	800,000	5	"	1878		
Loan of March 3, 1865 (5-20s).....registered	181,642,300	5	May & Nov.	1884	109 1/2		.....general fund	9,286,500	5	Various.	'66-'91	83 1/2	
Loan of March 3, 1865 (5-20s).....coupon	171,219,100	5	Mar. & Sept.	1885	109		.....canal fund	3,500,000	5	Jan. & July.	'90-'92	62 1/2	
Loan of March 3, 1865 (10-40s).....registered	8,202,000	5	Jan. & July.	1894	99		.....general fund	634,653	5	Jan. & July.	1865		
Pacific R. R. Bonds of currency.....registered	187,350	5	At maturity.	Due.			.....canal fund	638,798	5	"	1868		
Treasury Notes of July 17, 1861 (7-30s).....coupon	769,518,900	7.3	Feb. & Aug.	1867	106 1/2		.....general fund	379,866	5	"	1870		
June 20, '64 & Mar. 3, '65 1st series.....coupon	18,868,094	7.3	June & Dec.	1868	105 1/2		.....canal fund	2,183,532	5	"	1875	98 1/2	
March 3, 1865.....2d series.....coupon	155,512,140	7.3	Jan. & July.	1868	106 1/2		.....general fund	1,600,000	5	"	1881	100	
March 3, 1865.....3d series.....coupon	45,538,000	7.3	At maturity.	Due.			.....canal fund	4,096,309	5	"	1886	100	
Compound Interest Notes at 4, 5 and 6 per cent.....coupon	399,603,562	5	At maturity.	3 yrs			.....general fund	2,400,000	5	May & Nov.	'68-'71	95	
United States Notes (greenbacks).....coupon	20,483,998	5	At maturity.	1 d y			.....canal fund	681,038	5	Various.	'66-'90	95	
Fractional currency.....coupon		5	At maturity.	1 d y			.....general fund	20,209,000	5	Various.	'66-'90	95	
STATE SECURITIES.							Pennsylvania—State Stock.....registered	6,168,000	5	Feb. & Aug.	1871	102	
Alabama—Dollar Bonds.....coupon	2,109,000	5	May & Nov.	1877			.....coupon	3,000,000	5	Jan. & July.	'71-'94	98	
—Sterling.....coupon	648,000	5	Jan. & July.	1876			.....Military Loan.....coupon	3,889,000	5	Jan. & July.	1868		
—Funded Interest Bonds.....coupon	688,000	5	Jan. & July.	1876			Rhode Island—State War Bonds.....coupon	484,444	5	Jan. & July.	1868		
Arkansas—State Bonds (issued to banks).....coupon	1,509,000	6	(in default.)	1868			South Carolina—State Bonds (sterling).....coupon	1,708,000	5	"	'68-'90		
California—Civil bonds of 1867 & '69 coupon.....coupon	2,472,000	7	Jan. & July.	'78-'80	116 1/2		.....inscribed coupon	1,499,000	5	"	'77-'90		
—War bonds.....coupon	10,400,000	6	Jan. & July.	1892	99		.....(new).....coupon	1,949,440	5	April & Oct.	'76-'90	80	
Connecticut—State Bonds (sterling).....coupon	72,000	5	Jan. & July.	1869	109		Tennessee—State Bonds.....coupon	239,147	5 1/2	"	'72-'79		
Georgia—State Bonds (sterling).....coupon	2,271,750	6	Jan. & July.	'68-'86	109		—Funded Interest.....coupon	1,706,000	5	"	'82-'89		
Illinois—Canal Bonds.....registered	434,000	7	Jan. & July.	1870	100		—Railroad Loans.....coupon	24,382,852	5	"	long.	92 1/2	
—State Bonds of 1860-'70.....coupon	1,288,887	6	Jan. & July.	1870	95		—Funded Interest.....coupon	873,813	5	Various.	'67-'83		
—State Bonds of 1862-'70.....coupon	1,758,400	6	Jan. & July.	'60-'79			Vermont—State Bonds.....coupon	175,000	5	June & Dec.	'71-'78	68 1/2	
—State Bonds of 1865-'70.....coupon	436,000	6	Jan. & July.	'62-'79			—War Loan.....coupon	1,650,000	5	Jan. & July.	'84-'95	414	
—State Bonds of 1870-'79.....coupon	229,372	6	Jan. & July.	'66-'79			Virginia—State Bonds.....registered	21,888,398	5	Jan. & July.	'86-'95	70 1/2	
—State Bonds of 1870-'79.....coupon	2,371,725	6	Jan. & July.	'70-'79			.....(sterling).....coupon	1,108,000	5	"	'76-'90		
—State Bonds of 1870-'79.....coupon	1,778,677	6	Jan. & July.	1877			—Funded Interest.....registered	1,865,000	5	"	'76-'90		
—State Bonds of 1870-'79.....coupon	241,000	6	Jan. & July.	1879	97		.....coupon	1,706,000	5	"	'76-'90		
—War Loan.....registered	1,167,700	5	Jan. & July.	1886	98		West Virginia—State Bonds.....coupon	200,000	5	April & Oct.	'67-'68		
Indiana—State Bonds.....coupon	236,009	5	Jan. & July.	1886	98		Wisconsin—State Bonds.....coupon	641,500	5	Jan. & July.	'71-'88		
—War Loan.....coupon	2,058,173	5	Jan. & July.	1886	98		.....(war).....coupon	700,000	5	April & Oct.	'82-'98		
Iowa—State Bonds.....coupon	1,225,000	5	Jan. & July.	1886	98		CITY SECURITIES.						
—War Loan Bonds.....coupon	300,000	7	Jan. & July.	1877			Allegheny—Railroad Bonds (new).....coupon	600,000	4	Jan. & July.	1913		
Kansas—State Bonds.....coupon	200,000	7	Jan. & July.	'76-'78			Baltimore—City Bonds.....coupon		5	Quarterly.	1870		
Kentucky—State Bonds.....coupon	417,000	6	Jan. & July.	'66-'73			.....coupon		5	Jan. & July.	1873	97 1/2	
Louisiana—State Bonds.....coupon	3,204,000	6	Jan. & July.	'68-'72	95		.....coupon		5	May & Nov.	1875	99 1/2	
—Funded Coupons.....coupon	9,856,000	6	Jan. & July.	'67-'90	97		.....coupon		5	Jan. & July.	1886	99	
Maine—State Bonds.....coupon	532,000	6	Mar. & Sept.	1883	98		.....coupon		5	Quarterly.	1890	100 1/2	
—War Loan Bonds.....coupon	4,800,000	6	Jan. & July.	1883	98 1/2		Boston—Municipal Scrip.....coupon	583,205	4	April & Oct.	'78-'79		
Maryland—State Bonds.....coupon	2,171,902	5	Jan. & July.	1870	100 1/2		.....coupon		5	Various.	'66-'70	12 1/2	
—State Bonds.....coupon	1,727,000	5	Jan. & July.	1890			.....coupon		5	"	'71-'76		
—State Bonds.....coupon	3,192,763	5	Jan. & July.	1890			.....coupon		5	"	'76-'80		
Massachusetts—State Scrip.....coupon	640,000	5	Jan. & July.	1890			.....coupon		5	"	'81-'86	143 1/2	
—State Bonds.....coupon	63,000	5	Jan. & July.	'63-'72	124		.....coupon		5	"	'87-'90	101 1/2	
—State Bonds.....coupon	244,000	5	Jan. & July.	'70-'74	100		.....coupon		5	May & Nov.	'70-'71		
—State Bonds.....coupon	375,000	5	Jan. & July.	'72-'74	100		.....coupon		5	Jan. & July.	'77-'78	101 1/2	
—State Bonds.....coupon	220,000	5	Jan. & July.	1880	100		.....coupon		5	Jan. & July.	'72-'73		
—State Bonds.....coupon	642,000	5	Jan. & July.	1894	100		.....coupon		5	Jan. & July.	'60-'71	89	
—State Bonds.....coupon	297,000	5	Jan. & July.	'68-'77	109 1/2		.....coupon		5	Jan. & July.	'81-'97	97	
—State Bonds.....coupon	150,000	5	Jan. & July.	1888	122		.....coupon		5	Various.	'67-'81	97 1/2	
—State Bonds.....coupon	1,024,000	5	Jan. & July.	'71-'75	108 1/2		.....coupon		5	Jan. & July.	1876	98 1/2	
—State Bonds.....coupon	2,080,000	5	Jan. & July.	'76-'78			.....coupon		5	Jan. & July.	1888	99 1/2	
—State Bonds.....coupon	1,088,000	5	Jan. & July.	1883			.....coupon		5	Jan. & July.	1890	100 1/2	
Michigan—\$2,000,000 Loan Bonds.....coupon	250,000	7	Jan. & July.	1888			.....coupon		5	April & Oct.	'66-'70	12 1/2	
—Canal Loan.....coupon	1,750,000	6	Jan. & July.	'73-'83			.....coupon		5	Various.	'66-'70	12 1/2	
—Renewal Loan.....coupon	100,000	6	Jan. & July.	1873			.....coupon		5	"	'71-'76		
—War Loan Bonds.....coupon	216,000	6	Jan. & July.	1878	93		.....coupon		5	"	'76-'80		
—Bounty Bonds.....coupon	1,122,000	7	Jan. & July.	1886			.....coupon		5	"	'81-'86	143 1/2	
Minnesota—State Bonds.....coupon	250,000	7	Jan. & July.	1883			.....coupon		5	"	'87-'90	101 1/2	
—Railroad Bonds.....coupon	2,275,000	6	Jan. & July.	'71-'80	77 1/2		.....coupon		5	"	'90-'91	101 1/2	
Missouri—State Bonds (railroad).....coupon	13,701,000	6	Jan. & July.	'72-'85	80		.....coupon		5	"	'91-'92	101 1/2	
—State Bonds (H. & St. R. R.).....coupon	3,000,000	6	Jan. & July.	'72-'85	80		.....coupon		5	"	'92-'93	101 1/2	
—State Bonds (Pac. R. R.).....coupon	7,000,000	6	Jan. & July.	1896			.....coupon		5	"	'93-'94	101 1/2	
—New Sinking Fund Bonds.....coupon	535,000	6	Jan. & July.	'67-'74	97 1/2		.....coupon		5	"	'94-'95	101 1/2	
New Hampshire—State Bonds.....coupon	1,650,000	6	Jan. & July.	'83-'85	100		.....coupon		5	"	'95-'96	101 1/2	
—War Fund Bonds.....coupon	2,306,000	6	Jan. & July.	var.			.....coupon		5	"	'96-'97	101 1/2	
New Jersey—State Stock.....inscribed	95,000	6	Jan. & July.	'71-'72	93 1/2		.....coupon		5	"	'97-'98	101 1/2	
—War Loan.....coupon	731,000	6	Jan. & July.	1870			.....coupon		5	"	'98-'99	101 1/2	
New York—State Bonds.....general fund	703,000	7	Quarterly.	1870			.....coupon		5	"	'99-'00	101 1/2	
—Bounty fund.....general fund	25,568,000	7	Jan. & July.	1877	106 1/2		.....coupon		5	"	'00-'01	101 1/2	
—Canal fund.....general fund	1,139,780	6	Quarterly.	1868			.....coupon		5	"	'01-'02	101 1/2	
—General fund.....general fund	702,000	6	"	1868	98 1/2		.....coupon		5	"	'02-'03	101 1/2	
—Canal fund.....general fund	500,000	6	"	1868	98 1/2		.....coupon		5	"	'03-'04	101 1/2	
—Canal fund.....general fund	3,050,000	6	"	1871			.....coupon		5	"	'04-'05	101 1/2	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864.....	160,000	179,041	154,575	181,034	186,433	246,612	332,098	406,076	446,044	396,847	381,510	357,556	.....
1865.....	327,260	399,870	399,870	343,408	399,384	429,669	472,483	738,527	677,626	719,911	731,270	599,762	.....
1866.....	504,991	408,884	388,480	394,533	451,477	474,441	482,674	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1861.....	81,581	75,621	78,361	65,358	75,250	63,761	73,474	138,897	141,174	122,487	104,254	80,298	1,098,464
1862.....	110,935	110,935	110,935	110,935	110,935	110,935	110,935	110,935	110,935	110,935	110,935	110,935	1,225,001
1863.....	109,850	101,355	104,372	122,084	132,301	148,542	149,137	167,948	170,044	170,910	156,899	163,294	1,673,706
1864.....	100,991	154,418	195,803	162,723	178,786	206,090	224,267	312,165	354,554	320,879	307,803	252,015	2,770,484
1865.....	290,503	275,283	299,063	258,480	322,278	355,270	338,985	409,251	401,280	387,966	307,919	236,824	3,840,092
1866.....	210,171	207,913	304,585	270,889	333,432	368,273	323,870	.....	.....	.....	.....	.....	.....
Chicago and Rock Island:													
1861.....	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862.....	120,776	90,607	75,678	76,459	102,353	138,374	119,947	117,096	146,268	161,503	138,795	135,595	1,423,489
1863.....	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969,267
1864.....	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,813,514
1866.....	241,395	183,355	257,230	197,856	264,005	290,642	224,112	310,446	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,638	2,811,544
1864.....	273,876	317,839	390,355	421,363	466,830	555,145	490,710	519,306	669,605	729,759	716,378	568,400	6,114,566
1865.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	921,885	749,101	546,600	7,988,980
1866.....	523,566	405,634	523,744	518,736	735,082	922,892	776,990	.....	.....	.....	.....	.....	.....
Chicago and Great Eastern:													
1861.....	18,316	11,065	13,670	12,188	10,703	15,520	15,110	20,055	20,895	26,762	26,334	25,461	211,077
1862.....	24,343	24,344	22,773	19,467	22,411	22,518	21,401	31,693	31,767	36,578	33,981	37,440	328,656
1863.....	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	61,386	60,895	528,364
1864.....	47,393	56,565	67,822	61,812	59,182	58,178	55,518	88,458	87,037	97,876	94,643	78,111	850,495
1865.....	77,878	77,242	83,450	76,514	76,674	91,947	91,075	97,145	106,389	118,010	116,293	91,604	1,103,821
1866.....	90,415	79,430	111,102	107,072	120,460	118,960	84,637	104,331	.....	.....	.....	.....	.....
Erie:													
1861.....	404,597	391,932	458,500	547,174	506,610	430,083	372,705	419,010	515,948	719,354	734,108	714,211	6,214,183
1862.....	699,097	601,595	638,006	626,070	587,416	528,542	595,024	615,962	756,421	885,136	902,908	963,859	8,400,324
1863.....	645,695	839,949	956,445	948,069	848,783	770,148	731,243	687,092	816,801	966,294	1,024,649	1,035,321	10,469,481
1864.....	984,837	984,133	1,114,508	1,099,507	1,072,292	1,041,976	994,317	1,105,364	1,301,006	1,222,568	1,224,909	1,234,217	13,429,643
1865.....	1,001,007	947,146	1,256,596	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	16,434,776
1866.....	1,187,188	983,855	1,070,434	1,153,295	1,001,668	1,243,143	1,203,462	.....	.....	.....	.....	.....	.....
Illinois Central:													
1861.....	321,844	279,268	229,334	192,054	199,488	177,329	189,280	268,983	289,862	284,020	243,249	224,401	2,399,612
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,785	414,543	410,336	372,593	350,463	3,445,827
1863.....	299,944	271,085	275,643	299,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,581	4,571,028
1864.....	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,492	6,329,447
1865.....	571,536	528,972	616,695	515,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	618,088	7,151,208
1866.....	532,823	612,628	616,822	406,773	507,330	500,025	467,115	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1862.....	33,904	26,252	25,891	35,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863.....	35,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	63,863	710,225
1864.....	77,010	74,409	89,901	72,389	83,993	78,697	91,509	90,972	93,078	93,546	96,903	95,453	1,038,165
1865.....	96,672	87,791	95,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	103,767	1,224,068
1866.....	90,071	84,318	82,910	82,722	95,664	106,315	96,023	.....	.....	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1861.....	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,153,407
1862.....	62,907	67,130	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,399	122,272	61,835	1,163,734
1863.....	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,363	156,417	205,065	138,342	112,913	1,247,258
1864.....	102,749	115,135	88,221	140,418	186,747	212,209	189,547	113,399	163,218	178,526	149,099	117,013	1,711,281
1865.....	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,555	228,020	310,595	226,840	110,664	1,985,712
1866.....	121,776	84,897	72,135	108,082	267,488	262,172	170,795	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1861.....	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862.....	163,152	153,728	157,500	193,120	200,826	181,983	189,915	228,819	276,109	325,818	305,284	279,539	2,647,833
1863.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864.....	256,600	304,445	328,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,906	4,120,153
1865.....	365,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	624,760	495,072	351,799	4,826,722
1866.....	512,846	277,234	412,393	409,427	426,493	392,941	338,499	380,452	.....	.....	.....	.....	.....
Michigan Central:													
1861.....	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,039	200,134	2,124,214
1862.....	159,658	151,902	175,696	186,039	174,002	172,189	172,189	216,624	295,956	322,389	307,474	258,634	2,650,702
1863.....	242,073	245,858	276,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864.....	255,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	395,663	329,105	413,501	490,931	490,694	447,670	328,969	4,504,549
1866.....	282,438	266,796	337,158	343,737	365,196	335,083	324,993	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1864.....	51,965	46,474	64,993	83,202	131,448	128,970	99,682	86,482	164,710	221,638	198,135	129,227	1,402,106
1865.....	98,181	86,528	96,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,536,801
1866.....	131,707	122,621	124,175	121,904	245,511	213,944	209,199	.....	.....	.....	.....	.....	.....
New York Central:													
1861.....	489,065	420,793	627,051	639,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862.....	749,163	631,956	710,514	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	998,228	1,002,768	9,693,244
1863.....	702,272	707,567	867,590	911,397	839,126	841,165	815,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,009,863
1864.....	921,831	936,587	1,059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,367,709
1865.....	957,809	613,331	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,484	.....	.....	.....	.....
Ohio and Mississippi:													

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, "S. F.," Sinking Fund, "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	90 1/2
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	226,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
Albany and Susquehanna:							Income bonds	51,000	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	96
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,600,000	7	"	"	1885	89 1/2
Atlantic and Gt. Western:							Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	92
1st Mortgage, N. Y. Division	1,014,000	7	April & Oct.	London.	1879	80	Consolidated Sinking Fund	948,000	7	F. M. A. & N.	"	1915	81
2d Mortgage, " "	800,000	7	"	"	1881	75	Equipment Bonds	270,483	7	Jan. & July.	"	1874	
1st Mortgage, Penn.	2,500,000	7	"	"	1877	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	96
2d Mortgage, " "	1,000,000	7	"	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1885	75
1st Mortgage, Franklin Branch	528,000	7	"	"	1882		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
1st Mortgage, Ohio Division	4,000,000	7	April & Oct.	New York.	1876	85	Cincinnati, Hamilton and Dayton:						
2d Mortgage, " "	4,000,000	7	Jan. & July.	"	1883	98	1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
1st Mortgage, Buffalo Extension	2,000,000	7	"	"	1884		2d Mortgage	1,250,000	7	May & Nov.	"	1880	110
1st Mortgage, Silver Creek	300,000	7	"	"	1884		Cincinnati, and Zanesville:						
Consolidated Bonds	13,858,000	7	"	London.	1890		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	2d Mortgage	587,000	8	March & Sept.	"	1876	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N. Y., P. & B.	'68-'70		Hubbard Branch	105,000	7	"	"		
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling Bds of 1883.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Special (Sunbury and Erie)	600,000	7	Jan. & July.	New York.	1878	121
Mortgage Coupon	2,391,500	6	April & Oct.	Baltimore.	1885	90 1/2	Dividend Mortgage	1,000,000	7	"	"	1880	
" " " 1860.	676,000	6	Jan. & July.	"	1880	98	Cleveland and Pittsburg:						
" " " 1855.	1,085,000	6	Jan. & July.	"	1875	97 1/2	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
" " " 1834.	960,084	6	Ja. Ap. Ju. Oc.	"	1867	99	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1872	87
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	92	4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	75
Bay de Noquet and Marquette:							River Line bonds	4,000	7	"	"	1887	
Income	100,000	8	April & Oct.	Boston.	1870		Dividend bonds	16,725		"	"		
Bellevue and Indiana:							Income bonds	3,500		"	"		
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101 1/2	Clev., Columbus and Cin.:						
1st Mortgage extended	422,000	7	"	"	'70-'79		1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	'64-'90	
2d Mortgage	116,000	7	"	"	1870		Cleveland and Toledo:						
Income bonds	87,000		"	"	1870		Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1867	
Selvidere Delaware:							Junction 1st Mortgage 2d Div.	146,000	7	June & Dec.	"	1872	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	C. & T. Mortgage Bonds	306,000	7	April & Oct.	"	1886	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	80	C. & T. Income (convertible).	6,000	7	March & Sept.	"	1870	
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877	101	C. & T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	"	1885	103
Boston Concord and Montreal:							Columbus and Xenia:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865		Dividend	36,660		June & Dec.	New York.	1866	
1st Mortgage	300,000	6	"	New York.	1865		Mortgage	248,000		"	"		
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Connecticut River:						
2d Mortgage Coupons	250,000	6	"	New York.	1870	90	Mortgage	250,000	6	March & Sept.	Boston.	1878	91 1/2
Sinking Fund	336,000	6	"	Boston.	1889	100	Connectic't and Passump. Rivers:						
Boston and Lowell:							1st Mortgage	605,700	6	June & Dec.	Boston.	1876	95 1/2
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98 1/2	Cumberland Valley:						
"	200,000	6	"	"	1879	83 1/2	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
Buffalo, New York and Erie:							2d Mortgage	109,500	8	"	"	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	98	Dayton and Michigan:						
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	103	1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
Buffalo and State Line:							2d Mortgage	2,622,000	8	"	"	1881	103
1st Mortgage	500,000	7	April & Oct.	New York.	1868	101	3d Mortgage	642,000		"	"		
Income in '90, '91, '92	200,000	7	Jan. & July.	"	var.		Toledo depot bonds	169,500		"	"		
Special Erie and North-East	149,000	7	"	"	'61-'70		Funded Interest	34,220		"	"		
Burlington and Missouri:							Dayton and Western:						
New Land Mortgage	1,343,370	7	April & Oct.	New York.	1893		1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
Cairo and Fulton (Mo.):							2d Mortgage	250,000	7	June & Dec.	"		
State (Mo.) Loan	650,000	6	"	"	'78-'79		Delaware:						
Camden and Amboy:							1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102 1/2
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880		Guaranteed	100,000	6	"	"	1875	106
American Loan	3,120	6	"	New York.	1864		State Loan	170,000	6	"	"	1876	
Loan for \$500,000	211,600	6	"	"	1867	99	Delaware, Lackawanna and W'n:						
" " \$300,000	354,100	6	"	"	1870	92	1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	102
" " \$675,000	675,000	6	"	"	1875	85	2d Mortgage (E. Extension)	1,499,000	7	"	"	1875	100 1/2
" " \$1,700,000	1,700,000	6	"	"	1883	88 1/2	1st Mortgage	2,516,500		March & Sept.	"	1881	102 1/2
" " \$2,500,000	867,000	6	"	"	1889	90	Des Moines Valley:						
Consolid. Mort. Loan \$5,000,000	4,420,400	6	"	"	1889	96	1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
Camden and Atlantic:							Income	348,000	7	Jan. & July.	"	1884	80
1st Mortgage Coupon	1,084,776	7	Feb. & Aug.	Philadelphia.	1872	85	Detroit and Milwaukee:						
Catawissa:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage	1,000,000	8	"	"	1866	
Cayuga and Susquehanna:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	103	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	
2d Mortgage	600,000	7	May & Nov.	"	1875	106	Construction bonds, 2d Div'n	660,000		"	"		
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	79	2d Mortgage (convertible)	420,000	6	Jan. & July.	London.	1872	60 1/2
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	94 1/2	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	1st M. (State) \$75,000 a yr after '64	425,000	6	Ja. Ap. Ju. Oc.	"	'66-'71	
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6	"	"	1876	
4th Mortgage (S. F.)	1,365,800	7	"	"	1875	50	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	'67-'70		State, 1st Mortgage	970,000		"	"		
Charleston and Savannah:							Endorsed by State of Tennessee	150,000		"	"		
1st Mortgage (endorsed)	510,000	6	"	"			Mortgage (ordinary)	790,888		"	"		
2d Mortgage	1,000,000	7	"	"			East Tennessee and Virginia:						
Chesapeake:							State, 1st Lien	1,602,000		"	"		
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90	Endorsed by State of Tennessee	200,000		"	"		
Chicago, Burlington & Quincy:							1st Mortgage (after State)	100,000		"	"		
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1883	110	Redeemable in Stock	66,950		"	"		
" " " " " " " "	3,169,000	8	"	"	1883		Eaton and Hamilton:						
Plain Bonds, dated Sept. 20, 1890	880,000	7	March & Sept.	"	1890		1st Mortgage	757,734	†	"	"	var.	
2d Mortgage, inconvertible	941,000	4 1/2	July.	Frankfort o.M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	"	1868		Evansville and Crawfordsville:						
C. B. & Q. Scrip	487,408		Jan. & July.	Frankfort o.M.			Mortgage Bonds	1,090,000	7	"	"	1869	
Chicago and Alton:							Mortgage Bonds	150,000	7	"	"	1881	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98 1/2	Florida:						
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	93	Internal Improvement (State)	1,655,000	7	"	"	1861	
Income Bonds	1,100,000	7	May & Nov.	"	1883	92	Free Land, 2d Mortgage	1,400,000	6	"	"	1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.			Price.		Description.	Amount.	Interest.	Interest.			Price.	
			When payable.	Where payable.	Due.						When payable.	Where payable.	De.		
Florida, Atlantic and Gulf Centr.: Internal Improvement (State).....	\$300,000	7	-----	-----	1891	-----		Memphis and Charleston State [Tenn.] Loan.....	\$1,100,000	6	-----	-----	1880	-----	
Free Land, 2d Mortgage.....	200,000	8	-----	-----	1891	-----		1st Mortgage.....	1,800,000	7	-----	-----	-----	-----	
Galena and Chicago Union: 1st Mortgage Coupon.....	1,963,000	7	Feb. & Aug.	New York.	1882	100		Michigan Central: 1st Mortgage Sterling.....	467,489	6	Jan. & July.	London.	1872	-----	
2d Mortgage (S. F.) Coupon.....	1,086,000	7	May & Nov.	"	1875	98		1st Mortgage St'g (convertible).....	600,000	8	March & Sept.	"	1869	-----	
Elgin and State Line.....	189,000	7	Jan. & July.	"	1879	-----		1st Mortgage (convert.) Dollar.....	1,995,500	8	"	N. Y. & Boston	1869	108	
Mississippi River Bridge.....	200,000	7	Jan. & July.	"	1884	-----		1st Mortgage (convert.) Dollar.....	247,000	8	April & Oct.	"	1882	112	
Great Western, Ill.: 1st Mortgage Western Division.....	1,000,000	10	April & Oct.	New York.	1863	106		1st Mortgage (S. F.) convertible.....	4,253,500	8	"	"	1882	112	
2d Mortgage Eastern ".....	2,350,000	7	Feb. & Aug.	"	1865	102 1/2		Mich. Southern and N'n Indiana: Northern Indiana, 1st.....	4,000	7	Feb. & Aug.	New York.	1831	-----	
Hannibal and St. Joseph: Missouri State Loan (1st lien).....	3,000,000	6	Jan. & July.	New York.	72-78	80		Erie and Kalamazoo.....	37,000	7	March & Sept.	"	1861	-----	
Land Security.....	3,344,500	7	April & Oct.	"	1881	92		Northern Indiana, Plain.....	1,000	7	Feb. & Aug.	"	1863	-----	
Convertible Bonds.....	822,000	7	Jan. & July.	"	1883	97		Gothen Air Line.....	651,000	7	"	"	1868	96	
Harrisburg and Lancaster: New Dollar Bonds.....	661,000	6	Jan. & July.	Philadelphia.	1883	100		Detroit and Toledo.....	734,000	7	"	"	1876	98	
Hartford and New Haven: 1st Mortgage.....	927,000	6	Feb. & Aug.	New York.	1883	99		1st General Mortgage (S. F.).....	4,855,000	7	May & Nov.	"	1885	98	
Houston and Texas Central: State (1st Lien) Loan.....	210,000	7	-----	-----	-----	-----		2d General Mortgage.....	2,258,500	7	"	"	1877	92	
Ind. River: 1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	69-70	101		Milwaukee and St. Paul: 1st Mortgage.....	4,600,000	7	Feb. & Aug.	New York.	1893	90	
2d Mortgage (S. F.).....	2,000,000	7	June & Dec.	"	1885	103		2d Mortgage.....	1,500,000	7	April & Oct.	"	1894	81	
3d Mortgage.....	1,840,000	7	May & Nov.	"	1875	104		Real Estate Depot.....	2,400,000	7	-----	-----	-----	-----	
Convertible.....	1,002,000	7	-----	-----	-----	-----		Milwaukee and Prairie du Chien: 1st Mortgage (coupon).....	402,000	7	Jan. & July.	New York.	1891	100	
Indiana Central: 1st Mortgage (convertible).....	600,000	7	Jan. & July.	New York.	1866	-----		Minnesota and Pacific.....	1,200,000	7	Jan. & July.	-----	-----	-----	
2d Mortgage.....	364,000	10	"	"	-----	-----		Real Estate.....	529,000	6	-----	-----	-----	-----	
Income.....	20,500	-----	-----	-----	-----	-----		Mississippi Central: 1st Mortgage.....	1,007,363	7	-----	-----	-----	-----	
Indianapolis and Cincinnati: 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1866	108		Mississippi Central and Tenn.: State (Tenn.) Loan.....	529,000	6	-----	-----	-----	-----	
2d Mortgage.....	400,000	7	"	"	1892	100		Mississippi and Missouri: 1st Mortgage (convertible).....	1,000,000	7	-----	New York.	-----	-----	
Real Estate Mortgage.....	200,000	7	"	"	1888	68		2d Mortgage (S. F.).....	400,000	8	-----	"	-----	-----	
Ind. Pittsburg and Cleveland: 1st Mortgage.....	650,000	7	Jan. & July.	New York.	1870	-----		Oskaloosa Division.....	688,556	7	Jan. & July.	"	1875	18 1/2	
2d Mortgage.....	347,000	7	"	"	-----	-----		1st Land Grant.....	3,612,000	7	-----	"	-----	-----	
Indianapolis and Madison: 1st Mortgage.....	640,000	7	May & Nov.	New York.	1881	100		2d Land Grant.....	691,000	-----	-----	"	-----	-----	
2d Mortgage.....	187,000	7	March & Sept.	New York.	1861	75		Income Bonds.....	513,300	-----	-----	"	-----	-----	
3d Mortgage.....	392,000	7	April & Oct.	"	1873	70		Mississippi and Tennessee: Tennessee State Loan.....	98,000	6	-----	-----	1885	-----	
Joliet and Chicago: 1st Mortgage (S. F.).....	500,000	8	April & Oct.	New York.	1883	-----		Mississippi State Loan.....	202,099	6	-----	-----	1879	-----	
Joliet and N. Indiana: 1st Mortgage (guar.).....	800,000	8	Jan. & July.	New York.	1874	-----		1st Mortgage.....	171,000	7	-----	-----	-----	-----	
Kennebec and Portland: 1st Mortgage (City and Town).....	900,000	6	April & Oct.	Boston.	1870	-----		Mobile and Ohio: City (Mobile) Tax Loan.....	400,000	6	-----	New York.	-----	-----	
2d Mortgage.....	230,000	6	"	Augusta.	1861	-----		Tennessee State Loan.....	674,860	6	-----	"	-----	-----	
Kentucky Centr. (Cov. and Lex.) 1st Mortgage.....	160,000	6	-----	-----	-----	-----		Alabama State Loan.....	388,410	6	-----	"	-----	-----	
2d Mortgage.....	200,000	7	-----	-----	-----	-----		Income.....	1,508,070	8	Jan. & July.	New York.	61-67	-----	
3d Mortgage (convertible).....	1,000,000	7	-----	-----	-----	-----		Sterling.....	278,036	6	-----	"	1883	-----	
4d Mortgage.....	600,000	7	-----	-----	-----	-----		Mississippi State Loan.....	200,970	6	-----	-----	-----	-----	
Guaranteed by Covington.....	200,000	6	-----	-----	-----	-----		Montgomery and West Point: Alabama State Loan.....	122,622	-----	-----	-----	-----	-----	
Cincinnati (exchanged).....	100,000	6	-----	-----	-----	-----		Mortgage (due 1860, '63 and '65).....	350,000	6	-----	-----	var.	-----	
La Crosse, Viroqua & Mineral Pt.: 1st Mortgage.....	4,000,000	7	June & Dec.	New York.	1888	-----		Mortgage.....	450,000	8	-----	-----	1866	-----	
2d Mortgage.....	1,477,000	6	May & Nov.	Philadelphia.	1873	89 1/2		Morris and Essex: 1st Mortgage (S. F.).....	3,034,776	7	May & Nov.	New York.	1915	95	
La Crosse and Milwaukee: 1st Mortgage (Eastern Div.).....	875,000	7	May & Nov.	Milwaukee.	1872	-----		Muskegon: 1st Mortgage.....	249,000	7	-----	-----	-----	-----	
Lackawanna and Bloomsburg: 1st Mortgage.....	2,024,578	7	Jan. & July.	Philadelphia.	1881	-----		Nashville and Chattanooga: Mortgage (State endorsed).....	1,500,000	-----	-----	-----	-----	-----	
Lexington and Frankfort: Mortgage, due 1869 and '74.....	79,000	6	-----	Lexington.	69-74	-----		Chat. and Cleve. Subsc. (endors.).....	261,000	-----	-----	-----	-----	-----	
Little Miami: Mortgage (coupon).....	1,200,000	6	May & Nov.	New York.	1883	100		*New Albany and Salem: 1st Mortgage.....	2,235,000	6	-----	-----	-----	-----	
Long Island: State Loan (S. F.).....	100,000	5	Jan. & July.	New York.	1876	-----		N. Hav., N. Lond. and Ston'gton: 2d Mortgage.....	200,000	6	Jan. & July.	New Haven.	1868	93	
2d Mortgage.....	500,000	6	"	"	1870	90		Extension.....	116,000	6	May & Nov.	"	1878	-----	
Extension Bonds.....	175,000	7	May & Nov.	"	1890	110		New Haven and Northampton: 1st Mortgage.....	500,000	7	Jan. & July.	New Haven.	1869	-----	
Long Dock Co.: Mortgage Bonds.....	2,007,000	7	June & Dec.	New York.	1882	90		1st Mortgage (H. & Hamp.).....	103,000	6	-----	"	-----	-----	
Louisville and Frankfort: Louisville Loan.....	100,000	6	Jan. & July.	New York.	1881	-----		New Jersey: Company's (various).....	805,000	7	Semi-annually.	New York.	var.	100	
1st Mortgage.....	176,000	6	"	"	66-78	-----		New London Northern: 1st Mortgage.....	60,000	7	Jan. & July.	New London.	1871	100	
Louisville and Nashville: State [Tenn.] 1st Lien.....	560,500	6	Jan. & July.	New York.	68-92	-----		Extension Bonds.....	72,800	6	March & Sept.	"	1885	-----	
2d Mortgage.....	1,785,000	7	Feb. & Aug.	"	1883	-----		N. Orleans, Jackson and Gt. North.: State [Miss.] Loan.....	255,000	6	-----	-----	63-78	-----	
Lebanon Branch 1st Mortgage.....	21,000	7	-----	-----	-----	-----		1st Mortgage Coupon.....	2,665,000	8	Jan. & July.	New York.	1886	-----	
Memphis Branch 1st Mortgage.....	286,000	7	-----	-----	-----	-----		N. Orleans, Opelousa and Gt. West.: Louisiana State Loan.....	641,000	6	-----	-----	-----	-----	
Maine Central: Loan \$1,100,000.....	1,092,900	6	-----	-----	60-81	-----		New Orleans City Subscription 1st Mort [S. F.].....	1,600,000	5	-----	-----	-----	-----	
Loan \$400,000.....	314,100	6	-----	-----	70-71	-----		New York Central: Premium [S. F.] Bonds.....	6,690,120	6	May & Nov.	New York.	1883	93	
McMinnville and Manchester: State [Tenn.].....	372,000	6	-----	-----	-----	-----		Deb'ts of former Cos outst'ding Funding [S. F.] Bonds.....	1,398,000	7	Feb. & Aug.	"	1876	102	
Mortgage.....	24,000	7	-----	-----	-----	-----		Exchanged St'ks [S. F.] B'ds.....	684,000	6	May & Nov.	"	1883	91	
Marietta and Cincinnati: 1st Mortgage Bonds.....	2,368,385	7	Feb. & Aug.	New York.	1891	82		" [J.B. & N. F.].....	78,000	6	"	"	1883	87	
1st Mortgage Sterling.....	1,000,000	7	"	"	1891	-----		Real Estate [S. F.] Bonds.....	165,000	6	"	"	1883	80	
Scioto & Hocking Val. R. mort. Memphis, Clarksv. and Louisv.: State [Tenn.] Loan.....	\$800,000	6	-----	-----	-----	-----		Real Estate Bonds & Mortgages.....	192,778	7	var.	"	var.	-----	
Memphis and Ohio: State [Tenn.] Loan.....	\$10,000	6	-----	-----	-----	-----		".....	45,550	6	"	"	1883	-----	
State [Tenn.] Loan.....	1,340,000	6	-----	-----	-----	-----		Bonds of Aug. 1859, Convertible Bonds of Oct. 1863, [S. F.].....	2,399,000	7	Feb. & Aug.	"	1876	106	
								New York and Erie: 1st Mortgage.....	2,925,000	6	June & Dec.	"	1887	92	
								2d Mortgage.....	3,000,000	7	May & Nov.	New York.	1867	103	
								3d Mortgage.....	4,000,000	7	March & Sept.	"	1879	103	
								4th Mortgage.....	6,000,000	7	"	"	1883	96 1/2	
								5th Mortgage.....	4,441,000	7	April & Oct.	"	1880	91	
								Buffalo Branch.....	925,500	7	June & Dec.	"	1888	96	
								Sterling Bonds.....	186,400	7	Jan. & July.	"	1891	-----	
								New York and Harlem: 1st Mortgage.....	8,816,582	7	-----	London.	1875	-----	
								Consolidated.....	3,000,000	7	May & Nov.	New York.	1873	101	
								3d Mortgage.....	1,000,000	7	Feb. & Aug.	"	1880	100	
								New York and New Haven: Mortgage Bonds Coupon.....	990,300	7	Jan. & July.	"	1867	94	
								N. York, Providence and Boston: 1st Mortgage.....	1,088,000	6	April & Oct.	New York.	1875	-----	
									247,000	6	Feb. & Aug.	New York.	73-78	-----	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable		
North Carolina:						
Mortgage Loan	\$350,000	8	Mar. & Sept.		1867	
North-Eastern (S. O.):						
1st Mortgage	700,000					
2d Mortgage	224,500					
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. O.	Baltimore.	1866	86
Md. State Loan (Irredeemable)	1,500,000	6	"	"	1870	102
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1877	91
Y. and C. guar. by Balt. 3d Mort.	500,000	6	Jan. & July.	"	1885	89
Construction, 2d Mort.	2,500,000	6	Jan. & July.			
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90 1/2
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	91
Chattel Mortgage	300,000	10	"	"	1887	115
Northern (N. H.):						
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip.	59,000	7	"	New York.	'64-'74	
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	90 1/2
1st Mortgage—Western	850,000	7	"	"	1872	
2d Mortgage—Western	750,000	7	"	"	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875	
2d Extension	600,000	8	May & Nov.	"	1873	
Ogdensburg & Lake Champlain:						
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1889	100
2d Mortgage (now stock)						71 1/2
Oswego and Syracuse:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	79 1/2
State Loan (S. W. Branch)	1,268,000	6	"	"	'87-'89	
Construction Main Line	1,314,000	7	"	"		80
" S. W. Branch	3,232,000	7	"	"		
St. Louis County bonds	13,000	7	"	"	1885	
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101 1/2
2d Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	82
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98 1/2
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peoria and Ogawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873	
Petersburg and Lynchburg (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	"			
1st Mortgage (1869-'70-'75)	365,000	6	"		var.	
3d Mortgage (1862-'70-'72)	378,000	6	"		var.	
Special Mortgage (1866-'68)	175,000	6	"		var.	
Last Mortgage (1861 to 1869)	133,500	8	"		var.	
Phila. German'n and Norris'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105
Convertible Loan	292,500	6	"	"	1885	119
Philadelphia and Reading:						
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	
" 1836	182,400	5	"	"	1880	
" 1840	2,695,600	6	April & Oct.	"	1870	90 1/2
" 1861	106,000	6	Jan. & July.	"	1871	96
" 1843	1,525,800	6	"	"	1880	92
" 1844	804,000	6	"	"	1880	92
" 1845	101,000	6	"	"	1880	92
" 1840	67,000	6	"	"	1880	92
" 1867 (convertible)	415,500	6	"	"	1886	103 1/2
" 1866	60,000	7	"	"	1886	
Bonds and mort. on Real Estate	535,362					
Phila. Wilmington and Baltimore:						
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	116
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74 1/2
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" (series B)	875,000	7	Feb. & Aug.	"	1912	
" (series C)	875,000	7	Mar. & Sept.	"	1912	
" (series D)	875,000	7	April & Oct.	"	1912	
" (series E)	875,000	7	May & Nov.	"	1912	
" (series F)	875,000	7	Jun. & Dec.	"	1912	
2d (series G)	860,000	7	Jan. & July.	"	1912	96
" (series H)	860,000	7	Feb. & Aug.	"	1912	
" (series I)	360,000	7	Mar. & Sept.	"	1912	
" (series K)	860,000	7	April & Oct.	"	1912	
" (series L)	860,000	7	May & Nov.	"	1912	
" (series M)	860,000	7	June & Dec.	"	1912	
3d	2,000,000	7	April	"	1912	89
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1885	
Potomac and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	
Caney and Chicago:						
1st Mortgage	1,200,000				1873	
Racine and Mississippi:						
1st Mortgage (Eastern Division)	\$680,000	8		New York.		
1st Mortgage (Western Division)	757,000	8		"	1875	
Raleigh and Gaston:						
Coupon	100,000				1862	
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000				1873	
Richmond, Fred. and Potomac:						
Sterling (\$267,000)	324,000	6			1860	
Richmond and Petersburg:						
Coupon	159,000				1875	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	91
2d Mortgage	937,500	7	"	"	1863	91
3d Mortgage	440,000	7	"	"	1863	91
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	67 1/2
2d Mortgage	77,000	7	"		1866	
3d Mortgage	201,500	7	"		1875	
Six per cents	75,593	6	"		1878	
Sand'sky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1868	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7 1/2	April & Oct.	New York.	1868	
1st Mortgage (R. and W. Br.)	100,000	7 1/2	March & Sept.	"	1866	
Seaboard and Roanoke:						
1st Mortgage	300,000	7			1880	
3d Mortgage	75,000	7			1870	
South Carolina:						
State Loan	187,000	5			1868	
Domestic Bonds	650,000	5			'69-'74	
Domestic Bonds, past due	234,000	5				
Sterling	2,000,000	5	Jan. & July.	London.	1866	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	631,000				1875	
Steubenville and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.		90
St. Louis City Subscription	500,000					
St. Louis County Subscription	1,000,000					
Sunbury and Erie:						
1st Mort. (Sunbury to W'map't)	1,000,000	7	April & Oct.	Philadelphia.	1877	80 1/2
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	91
" (series B)	1,100,000	7	April & Oct.	"	1894	
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81 1/2
" (series D)	1,400,000	7	May & Nov.	"	1894	
" Income (series E)	1,700,000	7	"	"	1894	76
Toledo, Peoria & Warsaw:						
1st Mortgage	1,800,000	7	June & Dec.	New York.	1894	
Terre Haute and Richmond:						
1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1866	
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92 1/2
1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	80
2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
Sinking Fund Bonds	152,355	7				86
Equipment bonds	600,000	7				66
Vermont Central:						
1st Mortgage Coupon	3,000,000	7	May & Nov.	Boston.	1861	111
2d Mortgage Coupon	1,000,000	7	Jan. & July.	"	1867	96
Vermont and Massachusetts:						
Mortgage Bonds	550,000	7	Jan. & July.	Boston.	1883	96
Virginia Central:						
Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	198,000	6	"	Rich'm'd &	1872	
Mortgage (coupons)	926,000	6	"	New York.	1884	
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage	500,000	6	"	New York.	1872	
2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
Salt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1876	
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107 1/2
Western (Mass.):						
Sterling (\$299,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	950,000	6	"	Boston.	1875	95 1/2
Albany City Bonds	1,000,000	6	Jan. & July.	"	'68-'70	100 1/2
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	97 1/2
Wilmington and Manchester:						
1st Mortgage	508,000	7	May & Nov.	New York.	1866	
2d Mortgage	200,000	7	"	"	1872	
Wilmington and Weldon:						
Mortgage payable in England	443,555	6	Jan. & July.	London.	1863	
Sterling, issued in 1863	144,500	6	"	"	1863	
Company's endorsed by State.	150,000	6	"	"	1873	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "all." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.		
ALABAMA.																						
Jan. '80	65.0			50.6			Alabama and Florida	1,451,386	*		877,953	503,500	105,255	1,515,704	54.0			101,102	37,896			
Feb. '80	30.3			58.1	2	2	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,965	30.3			55,791	31,852			
May '80	109.6			67.8	11	9	Ala. and Tennessee Rivers	2,281,927	184,906		1,067,008	777,777	240,485	2,476,023	109.6			207,626	111,232			
Jun. '80	57.0			171.3			Mobile and Girard	1,500,000	*						57.0	236,791		76,773	21,006			
May '81	409.3	13.5		49.4	40	25	Mobile and Ohio	12,000,000										1,402,858	695,370			
Feb. '80	88.5	28.4		23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,682,505	116.9			505,156	260,269	6		
ARKANSAS.																						
Nov. '85	38.5			107.5			Memphis and Little Rock	553,877	*		251,524	446,000	10,725	811,949								
CALIFORNIA.																						
Dec. '00	22.5						Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850	22.5			230,251	104,594			
CONNECTICUT.																						
July '04	23.8			1.9	4	5	Danbury and Norwalk	346,299	66,483		307,060	95,000	731		23.8	53,325		89,470	46,029	7		
Jan. '00	122.4			17.0	75.1	16	20	Hartford, Provid. and Fishkill	3,902,356	302,511		2,037,940	1,936,740		122.4	317,844		517,808	134,509			
Aug. '00	61.6	13.6		66.2	22	37	321	Hartford and New Haven	3,244,319	254,000	1,156,014	3,000,000	927,000	97,022	4,654,333	75.2	452,238		1,459,711	413,528	12	175
Dec. '00	74.0			8.9	10	12		Housatonic	2,439,775	*	347,519	2,000,000	272,500	150,848	2,787,594	124.0		192,989	478,095	65,463		
Dec. '00	67.0			1.3	8	11	164	Naugatuck	1,464,127	*		1,100,000	300,000	29,149		62.0	145,655	360,167	140,391	16		
Feb. '00	50.0			2.6	3	10	30	N. Haven, N. London and Ston.	1,454,040			738,538	766,000		62.0	161,182		274,887	108,387		117	
Nov. '00	84.8			9.3	3	2		New Haven and Northampton	2,336,485	41,560		1,010,000	650,000			49,663		197,387	85,946	34		
Dec. '00	66.0			20.0	5.9	14	82	New London Northern	861,135		10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85	
Mar. '00	61.3	1.0		68.8	34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,000	2,000,000	140,785	8,081,181	117.4	629,209	1,982,213	549,834	9	115	
Nov. '00	59.4	7.0		8.2	18	17	392	Norwich and Worcester	2,463,983	149,711	498,986	2,363,600	680,000	9,231	2,952,861	66.4	329,984	714,058	268,396	9	101	
DELAWARE.																						
Oct. '00	84.3			10.7			Delaware	1,552,257			406,182	870,000	271,877	1,607,684	84.3	136,631		138,970	41,466			
Oct. '00	16.2						Newcastle and Frenchtown	704,500		18,535	744,520		5,024	749,544	5.0			27,288	10,290	9		
FLORIDA.																						
Apr. '00	154.2				150		Florida															
Apr. '00	32.0			3.0	13.0	3	6	Florida and Alabama	582,791	30,586		191,485	195,000	75,894	619,112	32.0		7,587	3,585			
Apr. '00	59.9			5.0			Flo., Atlantic and Gulf Central															
Apr. '00	100.0	3.9		10.0	153		Pensacola and Georgia									29.4						
GEORGIA.																						
Jun. '00	86.7				10	6	88	Atlanta and West Point	1,290,079	*	96,462	1,232,100	38,500	22,721	1,296,541	86.7		415,411	54,648	4		
Dec. '00	92.6			8.7	70.9			Atlantic and Gulf—M. Trunk								30.0						
Dec. '00	58.0							Augusta and Savannah	1,032,200	*		733,700	129,500			53.0		168,988	95,612			
Apr. '00	43.5			23.7				Brunswick and Florida	755,000	*		151,887				31.0						
Nov. '00	191.0				58	62	697	Central of Georgia (and Bank)	4,366,800	*		4,366,800			6,590,173	229.0	879,468	1,715,025	764,574	10		
Mar. '00	171.0	61.0			19	16		Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500		8,123,343	232.0	1,159,138	628,048	8	100		
Nov. '00	102.5				19	16	171	Macon and Western	1,500,000	*		1,500,000		12,295	1,658,976	102.5	226,241	404,618	212,676	19	72	
July '00	50.0				7	2	107	Muscogee	774,244	162,534		669,950	249,000		1,026,895	50.0		202,714	110,516	8		
May '00	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	62,374		1,275,901	10,200	180,621	1,473,140	71.6						
July '00	106.1	100.9		16.2	18	22	201	South Western	3,770,425	*		2,921,900	396,500	19,913	3,822,913	228.8			388,853	13		
Sep. '00	138.0				52	24	705	Western and Atlantic	5,901,497	*		built and owned by State.				138.0		832,343	464,541			
ILLINOIS.																						
Dec. '00	250.0				66	32	1,098	Chicago and Alton	8,308,919	*	1,699,305	4,208,600	4,019,000	489,226	10,008,224	280.0	1,450,280	3,540,092	1,833,517	84	106	
Apr. '00	517.0	83.0	47.0		111	54	2,142	Chic. Burlington and Quincy	12,777,552	2,670,210	2,070,679	10,193,010	5,754,495	294,207	17,518,440	400.0	2,083,580	6,175,553	2,799,435	31	120	
May '00	242.0	688.0			164	94	3,145	Chicago and Northwestern	37,323,791	*	2,356,690	26,155,641	12,020,483	825,398	39,680,452	680.0	6,820,750	1,802,272	10	384		
May '00	181.8				65	71	1,305	Chicago and Rock Island	8,050,132	*	2,265,632	6,500,000	1,448,000		10,315,764	228.4	1,234,851	3,154,236	1,452,781	10	109	
May '00	174.5				21	22	504	Great Western	4,039,561	*		1,648,561	2,350,000		4,214,542	180.0		742,097	377,476			
Dec. '00	454.8	252.5			148	76	3,397	Illinois Central	30,529,844	*		23,374,406	13,231,500		40,668,060	798.3	3,507,466	7,181,208	2,174,924	10	122	
Dec. '00	115.0				112	15	6	Toledo, Peoria & Warsaw	4,353,624	525,000	92,307	3,104,654	1,600,000	114,962	4,970,931	111.0	224,663	590,333	250,189			
Dec. '00	195.0	14	12.2		46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000	*		4,000,000	6,700,000		10,700,000	209.0		2,240,744	488,558		33	
INDIANA.																						
Aug. '00	182.0				41	23	765	Chicago and Great Eastern				4,390,000	5,600,000			224.0						
Dec. '00	132.0				14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,537	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720			
Dec. '00	72.4				19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0		442,893	158,541			
Dec. '00	80.8	20.2			23	19	813	Indianapolis and Cincinnati	2,497,962	640,043	25,689	1,699,900	1,362,284	140,689	3,458,108	110.0		445,868	230,834	9	73	
Dec. '00	84.0				15			Ind., Pittsburg and Cleveland	2,735,556	*	240,522	1,872,000	997,000	106,879	2,975,878	84.0	334,539	771,763	307,832			
Dec. '00	78.0				15	14	201	Jeffersonville	1,649,518	*	278,334	1,016,907	621,000		2,175,223	108.0	312,569	527,963	268,156			
Mar. '00	86.0	46.0	3.0		17	10	263	Indianapolis and Madison	1,464,347	*		819,900	640,000		1,538,763	132.0		315,172	117,941	6	100	
Nov. '00	238.0							Louisv. N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,400	8	30	
Nov. '00	73.0				26	23	564	Terre Haute and Indianapolis	1,988,150	*	967,278	1,928,150	60,000	218,000	2,955,428	73.0	411,278	1,248,726	598,671	12	156	
IOWA.																						
Apr. '00	75.5				176.5			Burlington and Missouri River	2,603,589	173,787	152,406	1,497,947	1,343,870	87,964	2,929,782	75.5	112,434	431,606	155,347			
Apr. '00	10																					

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not ascertained." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.						
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Passenger Cars.	Freight, etc.		Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with train.	Gross.	Net.	Dividends.	Price of shares.
									Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.								
MAINE.																						
30 Nov. '62	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	—	—	151,833	444,638	205,584	757,381	36.5	76,244	79,761	43,461	—	—	
30 Jun. '62	149.0	—	—	—	41	17	249	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,065,491	—	7,983,475	149.0	oper. by Gd. Tr.	—	—	—	—	
30 Sep. '61	63.0	—	25.0	—	12	11	120	Kennebec and Portland	2,871,264	—	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	61,487	—	—	
31 May, '65	99.7	9.5	8.0	—	13	15	233	Maine Central	4,212,201	—	—	57,001	1,447,060	2,733,300	1,059,7	4,301,467	109.2	171,568	489,592	219,302	—	—
31 May, '65	61.3	—	—	—	12	4	119	Portland, Saco and Portsmouth	1,491,207	—	—	100,000	1,500,000	—	1,600,004	61.3	161,056	450,222	236,767	6	100	
MARYLAND.																						
30 Sep. '63	279.6	7.2	—	—	225	100	3,000	Baltimore and Ohio	21,323,338	3,621,755	11,865,282	16,151,962	10,112,584	897,830	36,811,376	296.8	2,938,010	6,509,945	4,544,097	3	112 1/2	
30 Sep. '63	30.0	—	—	—	7	33	187	Washington Branch	1,650,000	—	—	1,650,000	—	—	2,379,841	39.0	—	703,123	429,590	44	127	
31 Dec. '65	138.0	4.0	25.0	—	60	55	3,496	Northern Central	9,247,136	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,044,941	261.0	1,642,015	3,316,510	1,328,793	8	46	
MASSACHUSETTS.																						
30 Nov. '65	84.9	14.0	6.8	—	12	6	37	Boston, Hartford & Erie	9,250,112	333,290	6,548,837	11,775,500	7,581,900	71,887	19,429,287	34.0	95,003	110,047	172,322	6	108 1/2	
30 Nov. '65	26.7	1.8	18.8	—	24	38	534	Boston and Lowell	2,446,495	192,638	381,467	1,830,000	640,000	47,118	3,020,600	70.9	4,213,218	752,005	172,322	6	108 1/2	
31 May, '66	74.3	8.8	50.4	—	37	80	744	Boston and Maine	3,969,254	446,557	973,450	4,076,974	—	328,338	5,386,291	104.3	747,272	1,521,159	393,812	9	181	
30 Nov. '65	47.0	7.0	32.5	—	28	39	839	Boston and Providence	3,392,600	207,400	—	3,600,000	21,500	—	4,218,927	61.8	450,096	1,221,104	366,332	10	123 1/2	
30 Nov. '65	44.6	24.0	60.8	—	32	69	309	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	—	765,740	6,913,789	83.6	669,234	1,697,164	537,067	10	141 1/2	
30 Nov. '65	46.0	1.1	2.7	—	7	16	41	Cape Cod Branch (par 60)	907,750	123,864	—	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	67,696	6	60 1/2	
30 Nov. '65	50.0	—	—	—	12	23	158	Connecticut River	1,813,980	—	303,239	1,591,100	250,000	104,138	2,117,219	52.4	221,748	538,109	175,404	6	107 1/2	
30 Nov. '65	44.1	30.5	27.5	—	32	60	544	Eastern	4,452,999	362,965	752,874	3,155,000	1,798,600	414,208	5,658,837	89.0	622,202	1,277,975	400,769	8	108 1/2	
30 Nov. '65	61.0	42.5	75.8	—	27	26	664	Fitchburg	3,189,851	350,149	410,961	3,540,000	—	6,507	3,950,961	103.4	457,261	993,694	314,265	8	116	
30 Nov. '65	14.0	—	—	—	2	4	20	Fitchburg and Worcester	275,000	—	—	247,900	2,000	4,270	301,200	14.0	37,166	66,390	20,427	6	—	
30 Nov. '65	12.4	—	—	—	2	4	20	Lowell and Lawrence	332,888	30,275	—	200,000	75,000	2,704	387,379	(Op. by Boston & Lowell)	70,108	126,745	51,118	8	101 1/2	
30 Nov. '65	14.5	—	—	—	10	17	240	Nashua and Lowell	620,153	92,370	101,968	300,000	—	91,743	814,951	71.0	185,647	300,954	61,227	8	120	
30 Nov. '65	20.1	1.2	17.2	—	4	18	67	New Bedford and Taunton	451,982	48,018	—	600,000	195,500	—	695,500	30.7	70,108	126,745	51,118	8	101 1/2	
31 May, '66	98.5	8.8	27.5	—	32	56	379	Old Colony and Newport	4,438,317	—	2,609,822	4,819,760	551,500	1,467,341	7,043,139	145.0	—	1,296,643	526,448	8	104	
30 Nov. '65	18.6	—	—	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	460,000	18.6	40,640	102,931	31,521	3	104 1/2	
30 Nov. '65	43.4	1.0	14.9	—	14	14	452	Providence and Worcester	1,401,056	209,053	166,507	1,700,000	—	76,616	1,776,616	44.4	238,512	543,995	140,129	8	124	
30 Nov. '65	16.9	—	—	—	3	4	197	Salem and Lowell	382,470	81,643	—	243,305	228,000	—	620,727	(Op. by R. & L. Co.)	—	—	—	1	110 1/2	
30 Nov. '65	11.1	0.6	1.1	—	3	10	76	Taunton Branch	259,000	—	—	250,000	—	—	312,186	11.7	49,555	229,724	24,454	8	—	
30 Nov. '65	6.1	—	—	—	36.5	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrendered to the C. commonwealth.)	—	—	—	—	—	—	
30 Nov. '65	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,240,079	225,650	169,938	2,860,000	568,955	—	3,635,607	77.3	151,327	390,086	122,397	2	44 1/2	
30 Nov. '65	156.1	17.3	126.6	—	78	45	1,350	Western (incl. Alb. & W.S. etc.)	10,176,144	1,096,713	5,076,949	5,627,700	6,269,520	453,041	16,348,806	218.0	1,358,514	3,431,584	1,226,658	10	100	
30 Nov. '65	48.7	—	—	—	10	12	143	Worcester & Nashua (par 85)	1,161,398	—	224,209	1,141,000	85,500	62,759	1,388,706	48.7	194,712	431,506	183,750	7	110 1/2	
NEW HAMPSHIRE.																						
31 Mar. '66	93.5	5.6	—	—	614	10	232	Boston, Concord and Montreal	2,550,000	—	849,233	1,800,000	1,050,000	81,216	3,199,233	93.5	—	422,829	134,871	—	—	
30 Nov. '65	53.6	—	—	—	18	16	246	Cheshire	2,708,488	—	—	2,085,925	679,500	—	2,765,425	53.6	382,852	539,743	155,896	—	—	
31 Mar. '66	34.5	—	—	—	21	22	494	Concord (par 50)	1,600,000	—	—	1,600,000	—	—	1,600,000	—	—	821,985	136,049	5	60	
31 Mar. '66	29.3	—	—	—	2	4	80	Merrimac and Conn. Rivers	698,268	—	—	698,268	—	—	698,268	—	—	—	—	—	—	
31 Mar. '66	69.2	13.0	12.5	—	23	12	458	Northern New Hampshire	3,068,400	—	740,296	3,068,400	151,400	254,341	3,908,696	82.0	387,789	615,728	215,973	9	100	
30 Apr. '66	24.7	—	—	—	5	2	50	Sullivan	1,480,730	—	—	500,000	750,000	—	1,480,730	24.7	oper. by Vermont Central	—	—	—	—	
NEW JERSEY.																						
31 Dec. '64	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,386,286	—	—	997,112	2,193,000	252,584	3,442,697	75.2	—	501,886	146,101	—	—	
31 Dec. '65	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	9,476,363	—	4,315,144	6,842,200	2,193,000	175,060	10,109,472	124.2	—	6,274,657	1,702,359	10	129 1/2	
31 Dec. '64	60.2	—	—	—	—	—	—	Camden and Atlantic	1,881,414	—	—	1,062,243	1,036,276	123,980	2,221,499	60.2	—	231,466	71,108	—	—	
31 Dec. '64	64.0	12	74.0	—	65	52	1,071	Central of New Jersey	11,349,791	1,283,773	528,171	10,685,949	1,509,000	838,636	13,961,735	60.0	1,187,978	3,038,390	1,287,956	10	127	
31 Dec. '64	63.0	—	—	—	54	43	274	Morris and Essex	4,057,276	—	—	55,000	3,041,950	1,164,500	31,200	4,539,916	53.8	270,000	570,764	171,765	7	107
31 Dec. '64	23.8	—	—	—	35	98	180	New Jersey	3,903,171	798,164	1,794,064	5,000,000	805,000	—	6,484,996	33.0	654,192	1,875,981	803,323	10	124 1/2	
31 Dec. '64	21.3	—	—	—	2	6	17	Northern New Jersey	452,116	—	—	158,800	260,000	—	45,072	463,872	21.2	99,787	146,936	29,200	—	—
31 Dec. '64	—	—	—	—	—	—	—	Raritan and Delaware Bay	2,596,481	—	—	2,580,700	1,534,000	544,426	4,440,026	—	—	229,476	—	—	—	
31 Dec. '64	18.2	—	—	—	—	—	—	Warren	2,008,300	—	—	1,408,300	600,000	—	2,008,300	18.2	—	272,665	118,133	5 1/2	40 1/2	
31 Dec. '64	33.5	—	—	—	47	—	—	W. at Jersey	1,461,219	—	—	588,400	700,000	—	1,286,400	—	—	207,962	91,544	—	—	
NEW YORK.																						
30 Sep. '65	82.0	—	4.5	—	58.0	9	12	153	Albany & Susquehanna	3,183,066	198,909	1,904,145	1,016,739	173,722	2,794,607	82.0	65,472	175,729	88,064	—	—	
30 Sep. '65	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,988	—	—	950,000	2,380,000	Leased	3,400,000	83.3	499,448	2,266,084	687,229	10	106	
30 Sep. '65	88.3	—	—	—	34	87	697	Buffalo and State Line	2,267,833	514,576	650,000	2,200,000	1,200,000	—	3,400,000	88.3	—	—	—	—	—	
31 Dec. '66	140.0	97.0	382.0	—	332	133	5,335	Erie	17,436,351	5,645,544	25,105,800	22,370,892	4,299,762	63,291,895	807.0	6,839,028	15,434,775	5,066,511	4	120 1/2		
30 Sep. '64	144.0	—	—	—	75	162	711	Hudson River	13,260,299	2,014,287	—	6,563,250	7,762,840	1,167	15,264,586	150.0	1,802,279	4,452,830	9			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running dot (.....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.	Net.						
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.	
PENNSYLVANIA.																						
31 Jan. '66	44.0	—	—	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	513,542	2,876,342	44.0	184,201	356,277	123,892	—	—	
31 Dec. '65	387.0	103.0	—	—	139	96	3,059	Atlantic and Great Western	46,606,475	*	1,454,305	13,441,150	30,000,000	1,796,688	48,080,780	490.0	2,647,709	5,811,233	2,125,200	—	—	
31 Oct. '65	65.0	2.5	4.0	—	21	9	413	Catawba	3,634,000	*	*	3,860,000	279,000	*	3,629,000	69.5	240,418	370,223	149,587	—	39 1/2	
30 Sep. '65	74.0	—	8.4	—	13	12	106	Cumberland Valley	1,582,937	*	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	4	140,779	8	83 1/2	
31 Oct. '65	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	7,583,706	2,668,113	*	10,247,050	3,491,500	742,585	14,481,135	204.5	1,437,353	1,783,320	38,671	15	160	
31 Oct. '65	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	*	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	—	
31 Dec. '65	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	*	*	1,000,000	1,620,000	Leased	to North. Cen.	302,872	580,973	loss.	5	30		
31 Oct. '65	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	*	*	600,000	400,000	*	1,000,000	18.5	149,538	454,480	138,683	10	—	
31 Oct. '65	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburgh	1,696,921	477,016	*	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—	
31 Oct. '65	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	*	1,182,550	700,000	*	1,882,550	64.0	oper. by Penn.	R.R. Co.	7	56		
31 Oct. '65	32.0	—	—	—	44.0	4	2	14	Hempfield	1,616,459	41,341	*	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	
31 Oct. '65	44.0	14.5	11.7	—	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	*	*	685,130	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	16
31 Oct. '65	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	3,765,613	40,714	*	1,335,000	2,276,725	121,409	3,733,134	82.0	173,037	633,015	60,201	—	—	
31 Oct. '65	70.0	17.5	64.0	—	02	12	2,873	Lehigh Valley	7,804,068	2,037,526	*	6,682,250	1,477,000	*	8,109,250	87.5	647,080	3,049,860	1,851,630	10	65	
31 Oct. '65	28.3	5.0	8.0	—	31	—	—	Little Schuylkill	1,466,233	*	*	2,646,100	905,000	73,555	3,624,655	oper. by Reading	R.R.	3	39 1/2			
31 Oct. '65	130.5	—	63.3	—	31	—	—	Mine Hill and Schuylk. Haven	3,708,200	*	*	3,708,200	*	*	3,708,200	oper. by Reading	R.R.	8	58 1/2			
31 Oct. '65	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,553	—	41	
31 Dec. '65	354.8	33.2	460.6	—	290	173	4,926	Pennsylvania	25,434,101	3,378,024	14,041,468	20,000,000	16,750,124	3,661,447	45,850,796	821.0	5,946,778	17,439,169	4,189,111	10	57 1/2	
31 Dec. '65	17.0	3.0	22.6	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	288,489	*	1,476,300	188,000	*	1,669,300	24.0	311,691	666,739	336,376	8	60 1/2	
31 Dec. '65	28.5	—	55.0	—	—	—	—	Phila. and (Sunbury) Erie	17,682,766	*	*	5,069,450	13,000,000	2,000	18,071,450	oper. by Penn.	R.R. Co.	8	30 1/2			
30 Nov. '65	93.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,280,948	3,765,774	4,561,353	20,240,673	6,900,683	*	30,608,075	471.8	3,688,309	11,142,519	4,812,271	10	56 1/2	
31 Oct. '65	26.5	—	26.6	—	—	—	—	Philadelphia and Trenton	1,336,386	*	*	245,695	999,200	200,000	1,199,200	28.2	177,433	1,030,432	345,891	10	126	
31 Oct. '65	96.0	—	83.6	—	52	85	988	Phila., Wilmington and Balt.	8,362,122	744,425	1,562,695	8,973,300	516,000	452,836	10,669,742	197.0	981,465	3,884,609	1,046,804	10	56 1/2	
31 Oct. '65	59.5	—	11.4	—	89.5	12	11	84	Pittsburg and Connellsville	3,361,664	193,820	*	1,774,773	1,500,000	64,208	3,784,101	72.0	272,688	394,363	130,251	—	9
31 Dec. '65	468.3	15.0	128.0	—	189	119	2,237	Pittsb'g, Ft. Wayne & Chicago	23,188,381	*	3,302,312	9,312,442	12,573,000	1,597,620	26,545,693	483.3	4,623,073	8,489,062	2,383,547	10	104	
31 Dec. '65	28.0	—	6.2	—	8	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	*	500,000	791,597	Leas'd to North.	Shen.	144,006	316,498	116,006	4	40		
31 Oct. '65	26.4	—	3.3	—	8	13	81	Westchester & Philadelphia	1,331,640	145,557	*	684,036	992,300	130,840	1,777,176	26.4	138,578	847,240	200,598	—	—	
31 Oct. '65	26.4	—	4.4	—	7	3	228	Wigwago	821,200	212,788	*	437,800	326,000	26,292	790,092	30.6	112,409	303,223	128,326	4	48	
RHODE ISLAND.																						
11 Aug. '64	50.0	—	2.0	—	16	108	108	N. Y., Providence and Boston	2,158,000	*	*	1,508,000	250,000	*	—	62.0	321,000	557,587	251,508	12	109 1/2	
SOUTH CAROLINA.																						
31 Dec. '65	54.9	—	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '65	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	*	1,201,000	384,000	*	—	109.6	—	283,263	151,536	—	6	
1 Jan. '65	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	*	1,429,008	1,145,000	345,546	—	—	—	341,190	125,371	—	—	
28 Feb. '65	102.0	—	—	—	—	—	—	North-Eastern	2,011,662	*	*	985,748	960,410	108,172	2,067,325	102.0	—	220,014	96,146	—	—	
31 Dec. '65	136.0	106.0	—	—	44	28	252	South Carolina	8,520,883	466,498	511,266	5,819,275	3,071,000	711,297	9,798,567	242.0	—	413,767	196,956	—	—	
TENNESSEE.																						
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,132	*	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—	
1899	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,267	*	*	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—	
1899	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	*	536,654	1,902,000	390,407	—	130.3	150,142	297,800	149,167	—	—	
1899	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—	
1899	271.6	16.0	20.0	—	3.9	9	642	Memphis and Ohio	2,259,267	141,144	*	570,000	1,261,000	145,000	—	—	—	—	—	—	—	
1899	100.0	—	30.6	—	55.8	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	*	298,721	740,000	*	—	—	—	—	—	—	—	
1899	59.0	—	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	*	798,285	554,949	519,518	—	59.4	69,870	177,256	60,029	—	—
1899	47.4	—	2.3	—	4	5	4	Mississippi Central and Tenn.	892,710	82,905	*	317,447	632,500	22,369	—	47.4	54,175	83,129	44,606	—	—	
1899	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	538,507	66,510	*	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—	
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	8,632,882	*	*	2,056,544	1,731,000	*	—	169.0	—	734,118	337,384	6	—	
1899	—	—	—	—	—	—	—	Nashville and Northwestern	76,016	76,016	*	595,922	690,000	204,544	—	45.8	67,950	127,953	87,243	—	—	
1899	45.8	—	4.2	—	11.7	5	6	Tennessee and Alabama	—	—	*	216,962	418,000	408,477	—	30.0	—	1,248	—	—	—	
TEXAS (all aided by State).																						
—	58	32.0	—	—	—	—	—	Buffalo Bayou, Braz. & Col'do	168.0	—	*	—	—	—	—	32.0	—	—	—	—	—	—
—	58	66.0	—	—	—	—	—	Galveston, Houston & Henderson	—	—	*	275,000	—	—	—	66.0	—	—	—	—	—	—
—	60	60.0	—	—	—	—	—	Houston and Brazoria	1,250,000	*	*	—	—	—	—	50.0	31,300	32,670	—	—	—	—
1 May '60	70.0	—	6.0	—	280.0	7	5	Houston and Texas Central	4,232,345	*	*	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—	
—	69	28.0	—	—	—	—	—	San Antonio & Mexican Gulf	—	—	*	—	—	—	—	26.0	—	—	—	—	—	—
VERMONT.																						
31 May '60	110.3	—	6.6	—	10	10	302	Connect. & Passumpsic Rivers	2,890,663	*	190,797	1,837,500	605,700	136,006	3,081,400	105.0	172,500	480,577	175,993	—	—	
31 Aug. '63	119.0	—	16.0	—	26.																	

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds Rate.	Paid.	Market Price.
Atlantic & Gt. West'n. O. D. (pref.)	1,919,000	7	7	
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	
Baltimore and Ohio, (pref.)	3,000,000	7	7	
Berkshire (guarantied)	600,000	7	7	
Boston, Concord & Montreal (pref.)	1,340,400	6	61	
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	
Camden & Atlantic (preferred)	620,800	7	8	
Catawissa (preferred)	1,150,000	7	83	
Chemung (guarantied)	380,000	7	83	
Cayuga & Susquehanna (guarant.)	343,500	7	83	
Chesapeake (preferred)	2,017,825	7	53	
Chicago & Alton (preferred)	2,425,400	7	106	
Chicago & Northwestern (pref.)	12,994,720	7	66	
Cocheco (preferred)	177,750	8	8	
Ct. & Passumpsic Rivers, (pref.)	1,073,200	10	78	
Cumberland Valley (1st preferred)	241,900	8	8	
" (2d preferred)	243,000	8	8	
Detroit & Milwaukee (preferred)	1,500,000	7	7	
Dubuque & Sioux City (preferred)	1,975,465	7	34	78
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	
Elmira & Williamsport (preferred)	600,000	7	43	
Erie (preferred)	8,535,700	7	7	77
Hannibal & St. Joseph (preferred)	5,253,856	7	7	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	
Kennebec & Portland (preferred)	372,000	6	8	
Lackawanna & Bloomsburg (pref.)	500,000	7	7	
Marquette & Cincinnati (1st pref.)	6,205,475	7	3	42
" (2d pref.)	3,819,772	7	3	21
Michigan S. & N. Indiana (guar.)	1,039,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	9
" (2d pref.)	1,014,000	7	7	85
Milwaukee & St. Paul (preferred)	2,400,000	7	7	70
New Haven & Northampton (guar.)	1,010,000	4	4	
New York & Harlem (preferred)	1,500,000	8	8	
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	
Patterson & Hudson (guarantied)	630,000	8	8	
Patterson & Ramapo (guarantied)	243,000	8	8	
Peoria & Bureau Valley (guar.)	1,200,000	6	6	
Philadelphia & Reading (pref.)	1,551,800	7	7	
Philadelphia & Trenton (guar.)	1,000,000	10	10	
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	
Rutland & Burlington (preferred)	382,700	6	6	
" (preferred)	608,176	6	6	
St. L. Alton & Terre Haute (pref.)	1,700,000	6	7	73
Toledo & Wabash (preferred)	984,700	7	7	70
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	7	
" (2d pref.)	908,422	7	7	
Troy & Greenbush (guarantied)	274,400	6	6	48
Vermont & Canada, (guarantied)	1,600,000	8	8	102
Warren (guarantied)	1,403,200	7	7	
White Mountains (guarantied)	200,000	5	5	
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2	

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6 J. & J.	1886	95	
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870		
" " sterling	4,375,000	"	1890		
Preferred bonds	1,700,000	6	18		
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	78	
Delaware & Hudson:					
Mortgage	641,000	6 M. & S.	1870	110	
Delaware & Raritan:					
See Camden & Amb. R.R.					
Erie and Penna.:					
Bonds	673,790	7 J. & J.	1865		
Interest Certificates	161,980	6	1868		
Lehigh Navigation:					
1st Mortgage	414,157	6 Qtrly.	1870		
Six per cent. Loan	2,067,276	6	1884	92	
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863		
2d Mortgage	57,000	6	1865		
Morris:					
1st Mortgage	495,500	6 A. & O.	1876	92	
2d Mortgage	295,750	6		90	
Boat Loan	99,352	6		93	
North Branch:					
1st Mortgage	500,000	6 M. & N.	1876	80	
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	91	
2d Mortgage	3,980,670	6 J. & J.	1882	84	
Improvement	1,601,670	6 M. & N.	1876	72	
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5 J. & J.	1865		
Md. stg. loan converted	200,376	5	1865		
Mortgage bonds	963,000	6	1878	59	
Preferred Interest b'ds.	227,569	6	1878	24	
Union, (Pa.)					
1st Mortgage	3,000,000	6 M. & N.	1883	24	
West Branch & Susquehanna:					
1st Mortgage, s'k' fund	450,600	6 J. & J.	1878	87	
Wyoming Valley:					
1st Mortgage	600,000	6 J. & J.	1878	85	

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividende.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	105	
Chesapeake and Ohio	100	8,228,595		
Delaware Division	100	1,633,350	57	
Delaware and Hudson	100	10,000,000	101	
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	64,000		
Illinois and Michigan	50	6,091,700	10	60
Lehigh Navigation	50	726,800	3	
Monongahela Navigation	100	1,025,000	10	84
Morris, (consolidated)	100	1,175,000	10	120
" (preferred)	100			
North Branch	100			
Sault Ste Marie	100	1,908,207	28	
Schuylkill Navigation (consolid.)	50	2,888,983	36	
" (preferred)	50			
Susquehanna and Tide Water	50	2,048,200	15	
Union	50	2,787,000	2	
Union (preferred)	50			
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	63

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1, (cash)..... per ton 46 — @ 49 —	
Pig, American, No. 1..... 48 — @ 50 —	
Bar, Refined, English..... 105 — @ 110 —	
Bar, Sweden, assorted sizes..... 95 — @ 100 —	
(STORE PRICES.)	
Bar, Sweden, assorted sizes..... 105 — @ 170 —	
Bar, English & American, Refined..... 105 — @ 125 —	
Bar, English & American, common..... 105 — @ 115 —	
Scroll, English..... 155 — @ 205 —	
Ovals and Half round..... 150 — @ 160 —	
Band, English..... 155 — @ 165 —	
Horse Shoe..... 150 — @ 160 —	
Rods, English..... 120 — @ 135 —	
Hoop, English..... 135 — @ 225 —	
Nail Rod..... per lb. — 10 1/2 @ — 11 1/2	
Sheet, Russia..... per lb. — 23 1/2 @ — 25	
Sheet, English, Single, Double and Treble..... 7 — @ 9	
Rails, English..... (gold)..... per ton — 55 — @ —	
Rails, American..... 85 — @ 90 —	
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast..... (1st & 2d qty.)..... per lb. — 18 1/2 @ — 24	
English Spring..... (1st & 2d qty.)..... 11 1/2 @ — 13	
English Blister..... (1st & 2d qty.)..... 12 1/2 @ — 20	
English Machinery..... 14 1/2 @ — 16	
German..... 15 1/2 @ — 17 1/2	
American, Blister..... 11 1/2 @ — 13 1/2	
American, Cast, Hammered..... 18 — @ 22	
American, Cast, Rolled..... 13 — @ 15	
American Spring..... 11 — @ 12 1/2	
American Machinery..... 14 — @ 15	
COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New..... (suits)..... per lb. — @ — 45	
Sheathing, Yellow..... 34 — @ — 35	
Pig, Chile..... — @ —	
Boils..... — @ — 45	
Braziers..... — @ — 45	
American Ingot..... (cash)..... 21 — @ — 31 1/2	
LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galeni..... per 100 lb. — @ —	
Spanish..... 6 7/8 @ — 7 —	
German Refined..... 6 8/8 @ — 7 —	
English..... 6 8/8 @ — 7 25	
Bar..... per lb. — @ — 10 50	
Pipe and Sheet..... — @ — 10 70	
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.	
Banca..... (gold)..... per lb. — 23 1/2 @ — 24 1/2	
Straits..... (gold)..... 21 1/2 @ — 22	
English..... (gold)..... 21 — @ — 21 1/2	
(Gold..... Currency.....)	
Plates, I.C. Charcoal p. box 10 12 1/2 @ 10 25 15 25 @ 15 50	
Plates, I.C. Coke..... 7 25 @ 9 50 11 — @ 14 50	
Plates, Coke Terne..... 7 25 @ 7 50 10 75 @ 11 25	
Plates, Charcoal Terne..... — @ 10 25 15 25 @ 15 50	
NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash.)	
Cut, 4d. @ 6d. (cash)..... per 100 lb. — @ 7 25	
Clinch..... (cash)..... — @ 8 75	
Copper..... — @ 50	
Assable Horse, Norway Iron, Forged..... — @ 32	
Zinc Nails..... (6 mos.)..... — @ 20	
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity..... — 27 @ — 27 1/2	
Refined, free L. S. to White..... — 59 @ — 60	
Ref'd, in bond, prime L. S. to White..... — @ 44	
Ref'd, in bond, Standard White..... — @ 45	
Naphtha, Refined (60 @ 63 gravity)..... — 28 @ —	

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 5.

Th. 30. F. 31. Sat. 1 M. 3. Tu. 4. W. 5

	A. S.	P. S.	W. S.
Atlantic M. S. S. Co.			
At. & Gt. W. (O) 1st m't.			
Buffalo, N. Y. & E., 1M.			98
California 7s			116
Canton Co.	52½	52½	52½
Central Am. Translt.			
Chicago & Alton		100½	100
" pref.		100½	
" 1 M.			
" S. F.			
" Inc. b'ds	92½		
Chicago, Burl. & Q.		128	128
" 8 p.c.			130
Chic. & Northwestern	36½	35½	35½
" pref.	68½	67½	66½
" 1st M.	89	89	89
" 2d M.			89½
" S. F.	96½		96
" Consol.	81	81	
Chicago & Rock Isl.	109½	108½	109½
" 1st M. 70.	101		101½
Clev., Col. and Cin.	111½	111½	
Clev. and Pittsburg	87½	86½	86½
" 2 M.			
" 3 M.			
" 4 M.			76
Clev. and Toledo	115½	115½	115
" S. F. 7 p.c.			115
Cumberland Coal, pref	47½	46½	46½
Del. & Hudson Canal	156½	154	153
Del., Lack. & West.			151
" 1M. 8 p.c. '71-5.			155
" 2M. 8 p.c. '81			
Erie	78½	72	72½
" pref.	73		72½
" 1 M. 7 p.c. '67.			77½
" 2 M. 7 p.c. '79.	103	100	99½
" 3 M. 7 p.c. '83.		98	98½
" 4 M. 7 p.c. '80.			
" 5 M. 7 p.c. '88.			
Hudson River	119		119½
" scrip.			120
" 1M. 7 p.c. '69.		103	101
" 2M. S. F.	103½		
" 3M. 7 p.c. '75.			
" conv. bonds			
Illinois Central	123½	122½	122½
" Can. b'ds.		122½	123
" bonds			
Marietta & Cin. 1st pref.	42½	42½	42½
" 2d			
" 1st mort.	101		
Mariposa Mining Co.			111
Michigan Central		111	110½
" S. F. 8 p.c. '82			111½
" conv. 8 p.c. '69			
M. S. and N. I.	85½	84½	83½
" guar'd			83½
" 1 M. S. F. 97			
" 2 M. 92		93	
Mil. and P. du Chien			
" 1st pref.			55
" 2d pref.			
" 1st M.			
Milw. and St. Paul			
" pref.	70½	70½	
" 1st mort.		90	90
" 2d mort.			
Miss. & Mo.			
" L. G. bonds			
Missouri 6s	78	78	77
" iss. to H. & St. J. R.			78
" Pacific		79	79½
New York Central	103½	103	102½
" Real Estate		102½	102½
" 7s. S. F. '76.			102
" 7s. conv. '76			
" 6s. S. F. '83.			
" 6s. S. F. '87.			
N. York & Harlem			
" "pref."			
" 1M. 7 p.c. '73			
" 2M. 7 p.c. '84			
" 3M. 7 p.c. '67			
North Carolina 6s.	85		84½
" ex-coupon.	64	64½	63½
" new	64	61½	63½
Ohio & Miss. cor.	29½	29½	29½
" pref.	80	28½	29½
Pacific Mail S. S. Co.	220		
Phila. and Reading	114½	113	113½
Pitts. Ft. W. & Chicago.	105½	104½	104
" 1M. 102½		102½	103
" 2M.			96½
" 3M.			
Quicksilver Mining Co.	49½	50	50½
St. L., Alton & T. H.		38	37½
" pref.		91	
" 1M.			82
" 2M. pref.			81½
" Inc. b'ds.	76		
Tennessee 6s. 1890.	63½	71½	94
" ex-coupon.		71½	71½
" new	69½	69½	69½
Tol. Wab. & Western.	44½	43	
" Pref.			70
" 1M. ex.			
" 2M.	80½	30½	30
" Int. b'ds.			80
Virginia 6s.		70½	70½

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5.
FEDERAL STOCKS:						
U. S. 5s, 1871, reg.	104					
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.						
U. S. 5s, 1866, coup.				100		
U. S. 5s, 10-40s, coup.	102½	99x		99	98½	
U. S. 5s, 10-40s, reg.	98½					
U. S. 6s, 1881, reg.						
U. S. 6s, 1881, coup.	112			112	112	
U. S. 6s, '81, O.W.L.y.						
U. S. 6s, 1881, "fy.						
U. S. 6s, 1867, reg.				130½		
U. S. 6s, 1868, reg.	127					
U. S. 6s, 1868, coup.	127	120½				
U. S. 6s, 5-20s, c. 1862, 113½	112½	112½	112	112½	111½	
U. S. 6s, 5-20s, c. 1864, 109	109	109½	109½	109½	109½	
U. S. 6s, 5-20s, c. 1865, 109½	109½	109½	109½	109½	109½	
U. S. 6s, "reg.	109½			109½	109	
7-30 Notes, 1st series, 107½	107½	107½	107½	107½	106½	
" " 2d series, 106	106	106	106	106	106	
" " 3d series, 106	106	106	106	106	106	
American Gold.	145½			146	146	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.
Cattawissa						
" preferred	85½	85½	85½	84½	84½	83½
Camden & Amboy	130½	130½	130½	130	129½	
" " 6s, '67						
" " 6s, '70						
" " 6s, '75						
" " 6s, '83						
" " 6s, '89			90			
" mort. 6s, '89						
Ches. & Del. Canal 6s '86						
Del. Div. Canal	58½	56½		56½		
Kilmira & Wm'sport						
" " pref.						
" " 7s						
Lehigh Navigation	60	60	60	60	60	
" " 6s, '84, 89½	90	89½	92	92	92	
Lehigh Valley R. R.	65			65	65	
" " 6s	94	94				
Little Schuylkill R. R.						
" " 7s						
Long Island						
" " 6s						
Minehill	88½	88½		88½		
Morris Canal	84			84	84	
" " pref.						
" " 6s '76						
North Pennsylvania						
" " 6s, 91			91½			
" " 10s						
Northern Central	46½			46		
Pennsylvania R. R.	58½	58½	58	57½	58	
" 1st m., 101		101½	99	101½		
" 2d m.	98½	98½	99			
Penn. State, 5s	95½	95½	95	95½	95½	
" " 5s, coupon	96	96	96	96		
" " 6s, W. L.					102	
Philadelphia City, 6s	95	95	95	93		
" " new, 99½	99½	99½	99½	99½	99½	
" " munc, 99½	99½	99½	99½	99½	99½	
Philad. Germ. & Nor.			60½			
Phila. & Reading	57½	57	57½	56½	56½	
" " 6s, '86						
" " 6s, '70						
Philadelphia & Erie	33½	32½	33½	33½	33	
" " 6s					94	
Philad. & Sunbury, 7s			95			
Schuylkill Navigation	28½	23	28			
" " pref. 37½	36½	36½	36½	36½	36½	
" " 6s '82						
" " 6s '76						
" " 6s '72	91				91	
Susq. Canal						
" " 6s '78	59	59				
Union Canal, pref.						
" " 6s '83						
West Br. Canal 6s '78						
Wyoming Valley Canal			63			
" " bonds						
Hestonville, (Horse)				18½	18½	
Chestnut & Wal.						
Green & Coates, "						
2d and 3d streets, "		88	88	88		
Bruce & Pine, "						

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.
Baltimore City 6s, 1875				100	99½	99½
" " 1886					98	
" " 1870						
" " 1890				100½		100½
Balt. and Ohio	113½		113			113½
" " b'ds, '62						
" " " '67						
" " " '75						
" " " '80	98		98			
" " " '85	99½		99½			
Northern Central	46	46				
" " b'ds, '85, 89						
" " " '93						
City Passenger R. R.	18½					

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5.
Boston and Lowell	108					
Boston and Maine					131	
Boston and Providence						
Boston and Worcester	141½		141½			
Cheshire, pref.			58		58	
Concord	66½				67	
Connecticut River						
Eastern, Mass.			107½	108	108½	
Eastern, N. H.						
Fitchburg			116½	116		
Manchester & Law'ree						
Michigan Central						
Northern, N. H.	105	104		105	105	
Old Colony & Newport	104	104	104	104	104	
Ph. Wll. & Baltimore	57	56½	56½	56½		
Port'd, Saco & Ports.						
Vermont & Canada			101½		99½	
Vermont & Mass.	49	48	48½			
Western					110	
Broadway (Horse)						
Cambridge						
Metropolitan			54½	55	55	
Middlesex						
Central Mining Co.	50	49½				
Copper Falls	65		44		39	
Franklin	130		50	52	48	
Huron	61	48	48	47½	42	
Ile Royale	14	14½	14			
National						
Minnesota	18	11½	15	15	14	
Pewabic		36	37½	37		
Pittsburg	64					
Quincy	64		52	51½	50	46
Rockland	11	9	10½	10½	8½	

London Stock Exchange.

The following were the closing prices for American Securities on the 24th of August.

United States 5-20 yrs, 1882, 6 per cent	70½ @ 70½
Virginia State, 5 per cent	49 @ 51
Do., 6 per cent	43 @ 45
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent	66 @ 68
Do. do., 2d mort., 1881	65 @ 70
Do. Pennsylvania, 1st mort., 1877	68 @ 72
Do. do., 2d mort., 1882	66 @ 68
Do., consolidated mortgage bonds, 1890	46 @ 48
Erie shares, \$100 (all paid), 8 p. c.	44½ @ 45
Do., convertible bonds, 6 p. c.	69 @ 71
Illinois Central 6 per cent, 1875	81 @ 83
Do. 7 per cent, 1875	66 @ 68
Do. \$100 shares (all paid)	77½ @ 78
Marietta and Cincinnati R. R. bonds, 7 p. c.	63 @ 70
New York Central, \$100 shares	60 @ 63
Panama Railroad, 2d mort., 1872, 7 p. c.	99 @ 101
Pennsylvania R. R. bonds, 2d mort., con. 6 p. c.	80 @ 82
Do. \$50 shares	32 @ 36
Phila. and Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	72 @ 74
Do., with option to be paid in Philadelphia	72 @ 74

American Railroad Journal.

Saturday, September 8, 1866.

Stock Exchange and Money Market.

There has been an invariably easy Money Market for all really first class borrowers, this week. The Treasury disbursements have been quite liberal, exceeding the drain of currency for employment in the interior, and the deposits in the city bank vaults have increased enormously, especially in the legal tender line. Call loan rates have been stationary at 3@4 per cent. to the Government houses, and 4@5 per cent. to other leading stock firms; whose wants, however, have been less urgent, in view of the noticable falling off in the volume of stock operations. There has been rather more activity in general business, resulting in an increase of the applications for discounts, which on prime short-date paper have been promptly responded to at 5@6 per cent. per annum, and on good to fair names at 6½@8 per cent. per annum. The city banks, last week, gained \$7,071,832 in the deposit line, and \$6,339,325 in the legal tender reserve; while reducing their loans, \$501,458, and their circulation, \$150,630. They lost \$502,477 in specie. Their deposits are now up to \$225,191,282, the highest sum reported this year. Their legal tender reserve

reaches the unprecedented amount of \$92,622,808. Their circulation now stands at \$27,807,834, and their loans add up \$265,399,607. The Bank Exchanges at the Clearing House, through the past week, averaged \$97,644,608 a day, against a daily average of \$102,991,220 the preceding week; and \$92,442,557 the week ending with Aug. 18th. The current week's exchanges average over \$105,867,249 a day.

The U. S. Sub-Treasury receipts, week ending with Sept. 1, were \$34,094,679, including \$3,199,169 from customs duties; payments, \$47,807,865; balance at the close of the week, \$82,294,543, against \$96,007,229 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Monday, receipts, \$2,265,647, and payments, \$5,038,073, Tuesday, receipts, \$2,675,388, and payments, \$944,441. The balance at the close of business on Tuesday stood at \$81,253,064, against \$84,868,972 a week ago.

Government revenues are increasing rapidly. The excises, last week, yielded the enormous sum of \$10,285,831; customs at the port of New York, \$3,199,167, and at the outports, at least, \$1,300,000 more, making the grand total income for the week equal to about \$16,800,000 in currency, against disbursements of rather less than three millions on account of the three leading executive departments. The national revenue from excises in all August, was \$38,043,340, being the largest return for any single month thus far recorded. The total receipts from this source since July 1, 1866, have been about \$70,000,000; and from Customs, about \$34,740,100. The receipts from Customs at this port during the month of August, were \$12,700,095, as against \$11,617,979 in July, making the total thus far in the current calendar year, commencing January 1, \$92,218,561.

Government disbursed \$17,365,881 on account of the War, Navy, and Interior Departments in August, as follows: War Department, \$7,014,788; Interior, \$6,260,019; Navy, \$4,091,074; total, \$17,365,881. The following is a semi-official estimate of the National revenues in July and August of each of the last two fiscal years:

United States Revenues—Two Months.

	1865.	1866.
July 1, to Aug. 31.		
Customs	\$30,098,590	\$34,740,100
Internal taxes	55,780,909	67,822,449

Total, two mos. \$85,879,499 \$102,562,549

National Bank notes to the amount of \$894,735, were issued last week, making the total issue to 1,656 banks thus far \$289,915,820. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$330,729,700, and as security for public deposits, \$38,777,500, making a total of \$369,507,200. A semi-official statement of the amount and kind of United States bonds deposited with the Treasurer of the United States in trust for National Banks to secure the redemption of circulating notes and the public deposits on the 27th day of August, 1866, has been published. It shows that out of a total deposit of \$330,596,500, only \$139,312,350 were of the five-twenty bonds. Of this sum \$138,808,650 were registered, and \$1,003,700 were coupon bonds. The five per cent. bonds, under act of March 3, 1864, are

known as the ten-forties. The following is the summary:

Under act of	Rate of Interest.	Amount.
Jan. 28, 1847, registered...	.6 per cent.	\$105,000
March 31, 1848, registered...	.6 per cent.	28,000
Feb. 8, 1861, registered...	.6 per cent.	3,543,000
Feb. 8, 1861, coupon....	.6 per cent.	1,000
March 2, 1861, coupon....	.6 per cent.	43,250
July 17, Aug. 5, 1861, reg.	.6 per cent.	60,642,800
Feb. 25, 1862, registered...	.6 per cent.	72,694,600
Feb. 25, 1862, coupon....	.6 per cent.	1,003,700
March 3, 1863, registered...	.6 per cent.	36,541,650
June 30, 1864, registered...	.6 per cent.	37,941,650
July 1, '62, July 2, '64, reg.	.6 per cent.	3,538,000
March 3, 1865, registered...	.6 per cent.	24,798,900
March 3, 1864, registered...	.6 per cent.	3,563,500
June 14, 1858, registered...	.5 per cent.	1,175,008
June 22, 1860, registered...	.5 per cent.	242,000
March 3, 1865, registered...	.5 per cent.	85,155,550
March 3, 1865, coupon....	.5 per cent.	260,000

Grand total\$330,596,500

Gold has receded materially under more favorable foreign financial advices, and the influence of the growing revenues and diminishing expenditures of the Government. The highest rate of the week was the opening figure, 148 $\frac{1}{4}$ on Thursday, and the lowest, 144 $\frac{3}{4}$ on Monday. On Tuesday, the range was upward from 145 $\frac{3}{4}$ to 146 $\frac{3}{8}$, under reduced telegraphic quotations for U. S. 5-20s in London. On Wednesday, the extremes were 147 to 146 $\frac{1}{8}$, the market closing heavily, influenced by telegraphic advices from London to noon of that day, reporting a rally in 5-20s to 73, which rate, with gold at 146 $\frac{1}{2}$, and sight exchange at 107, is equal to 114 $\frac{3}{8}$ here, as against 111 $\frac{3}{4}$ @112 the ruling figures during most of the day. The customs demand for coin continues very active. Last week, it averaged \$533,195 a day; thus far, this week, it has been equal to \$609,000 a day. California gold to the amount of \$1,342,833 was received at this port on Friday last, making the total receipts, from this source, since Jan. 1, \$28,718,154, against only \$11,701,023 same time last year, showing an increase, in 1866, of \$17,017,131. The exports of specie from this port, last week, were only \$303,912, and thus far this week, only \$25,000, making the total outflow of specie from the port, since Jan. 1, \$53,495,552 against \$20,403,554 same time last year. Government disbursed through the U. S. Sub-Treasury here, on account of the September coin interest, on the public debt, chiefly on the Ten Forty Loan, \$609,000 on Saturday last, \$1,276,000 on Monday, and \$237,000 on Tuesday. Further considerable shipments of specie from England for this port have been reported by telegraph since our last.

The foreign exchange market is glutted with bills for which there is little or no demand, and rates are depressed and irregular beyond all precedent. Bankers' sixty day bills on London are quoted nominally down to 105 $\frac{3}{8}$ @106 $\frac{3}{8}$, and on Paris to 5.41 $\frac{1}{4}$ @5.32 $\frac{1}{2}$; sight bills on London to 106 $\frac{3}{8}$ @107 $\frac{1}{4}$; and on Paris to 5.32 $\frac{1}{2}$ @5.30. The exports of bonds and produce continue on a large scale, adding materially to the already enormous supply of bills. The week's exports of domestic produce and miscellaneous goods have been to the currency value of \$3,895,593, against \$2,919,607 same week last year. The exports since January 1, have been to the value of \$134,125,806, or about twenty-eight million and a half dollars in excess of the exports, same time last year.

Government securities have been less freely

dealt in this week by home and foreign buyers, the depression in gold and exchange, much more than any other influence, having operated as a check on the investment and export business. Holders, however, have not been eager to realize, and the offerings of bonds and notes have been moderate. U. S. Sixes of 1881 closed 111 $\frac{3}{4}$ @112; U. S. Five-twenties of 1882 at 111 $\frac{3}{4}$ @112; U. S. Five-twenties of 1865 at 108 $\frac{3}{4}$ @108 $\frac{7}{8}$, U. S. Ten-forties at 99@99 $\frac{1}{8}$, ex-Sept. coupon, and U. S. Seven-thirties at 106@107. The brokers are buying the compound-interest notes at the following rates, and selling at an advance of $\frac{1}{4}$ @ $\frac{1}{2}$ of 1 per cent. on these figures:

June, 1864.....	115	May, 1865.....	110
July, 1864.....	114 $\frac{1}{2}$	August, 1865.....	108 $\frac{1}{2}$
August, 1864.....	114	September, 1865.....	108
October, 1864.....	113	October, 1865.....	107 $\frac{1}{2}$
December, 1864.....	112		

Railway and miscellaneous property has been in less active request, either for investment or on speculative account; and, under pretty free realizations by weak speculative holders, prices have receded, the market closing very dull and heavy. The business of the week has been the lightest thus far, for nearly two months.

Produce and merchandise exhibit more animation. Breadstuffs and Provisions are moving rather more freely but at irregular prices. Hog products are advancing. There is much heaviness in cotton, under the unfavorable foreign advices. Middlings close tamely at 32@35 cents per pound. The week's exports of cotton have been 9,159 bales from this port, and 11,250 bales from all the shipping ports, leaving an available supply of 112,000 bales here, and 245,000 bales at all the shipping ports. The total exports of cotton from the United States, since Sept. 1, 1865, have been 1,539,000 bales. The main feature in foreign merchandise is the steady increase of transactions in Dry Goods, Groceries, and a few other leading articles, with a pretty firm market for seasonable commodities. The total imports of foreign dry goods, last week, were \$3,528,193, and the total amount marketed \$3,719,066. The value of foreign merchandise imported last week, was \$2,228,975—making the grand total value of last week's imports of dry goods and merchandise, \$5,757,168, and since January 1, \$210,656,044, against \$125,250,992 same time last year. The freight market is very dull, with 500 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 22.	Aug. 29.	Sept. 5.
Consols	@88 $\frac{3}{4}$	89 $\frac{1}{4}$	89 $\frac{1}{4}$
U. S. 5-20's.....	@70 $\frac{1}{4}$	72 $\frac{1}{4}$	73
Erie	@45	45 $\frac{3}{4}$	46 $\frac{3}{4}$
Ill. Central	@77	78 $\frac{3}{4}$	79

The New York exports, exclusive of specie, for the week ending Sept. 4, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week.....	\$2,919,607	\$3,895,593
Prev. reported.....	102,928,053	130,230,213

Since January 1.....\$105,847,660 \$134,125,806

The balance in the Sub-Treasury on Wednesday was \$83,224,145 13.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Brooklyn 6s, Water Loan, 97; New York 7s, Bounty Loan, 105 $\frac{1}{4}$; do., 6s, 1872, 100; Connecticut 6s, 99; N. J. Central R. R., 127; Rome and Watertown, 90; Chicago and Great Eastern, 45 $\frac{1}{4}$; Joliet and Chicago, 95; New York and New Haven, 115; Gt. Western 2d mort., 1893, 71 $\frac{1}{2}$; Galena and Chicago 1st mort., 100 $\frac{1}{4}$; Morris and Essex 1st mort., 95; Toledo and Wabash Equipment bonds, 66; Spruce Hill Coal, 4; American Coal, 60; Ashburton Coal, 18 $\frac{3}{4}$; Central Coal, 53; Pennsylvania Coal, 156 $\frac{1}{2}$; Boston Water Power Co., 30 $\frac{3}{4}$; Rutland Marble, 26; Mariposa pref., 27 $\frac{3}{4}$; Smith and Parmalee Gold, 9 $\frac{1}{2}$; Western Union Tel., 57 $\frac{7}{8}$; do., Russian Extension, 100; Merchants' Bank, 118; Bank of Commerce, 116; Ocean Bank, 102; Nassau Bank, 110; Central Bank, 112; Phoenix Bank, 105; Shoe and Leather Bank, 110 $\frac{1}{4}$; National Bank, 113 $\frac{1}{2}$; 4th National Bank, 106; Market Bank, 113; Am. Ex. Bank, 119.

Philadelphia.—Reading mort. 6s, 92; Sunbury and Erie 7s, 99 $\frac{1}{4}$; Connecting R. R. bonds, 91; Chester Valley R. R., 2 $\frac{3}{4}$; West Branch Canal, 30; Union Canal, 2 $\frac{3}{4}$; Union R. R., 42; Germantown R. R., 27; 10th and 11th streets, 63; 13th and 15th streets, 21 $\frac{1}{4}$; Camden and Amboy scrip, 38 $\frac{1}{2}$; Hazleton Coal, 52; Swatara Falls, 1 $\frac{7}{8}$; Fulton Coal, 7; N. Y. and Middle, 5 $\frac{1}{8}$; Mahanoy Coal, 2 $\frac{1}{2}$; Big Mt., 5 $\frac{1}{8}$; Locust Mt., 46; Clinton, 81c.; Allegheny Co. coupon 5s, 75 $\frac{1}{2}$; Farmers' and Mechanics' Bank, 132; Meehanics Bank, 32; Girard Bank, 58 $\frac{1}{4}$; McElhenry Oil, $\frac{3}{4}$; Feeder Dam, $\frac{1}{2}$; Caldwell, $\frac{3}{4}$; Maple Shade, 2 $\frac{3}{8}$; Ocean, 4 $\frac{1}{2}$; McClintock, $\frac{5}{8}$; Dalzell, 94c. The latest quotations are: City 6s, 95 $\frac{1}{2}$ @96; do., new, 99 $\frac{3}{4}$ @99 $\frac{3}{4}$; State 5s, 95 $\frac{1}{2}$ @95 $\frac{3}{4}$; do., coupon, 96 $\frac{1}{2}$ @96 $\frac{1}{2}$; do., 6s, W. L., 101 $\frac{3}{4}$ @102 $\frac{1}{4}$; Phila., Wil. and Balt., 56 $\frac{1}{2}$; Reading, 56 $\frac{3}{8}$ @56 $\frac{3}{4}$; do., 6s, 1870, 96@97; do., bonds, 92@92 $\frac{1}{8}$; do., con., 112@112; Camden and Amboy, 129 $\frac{1}{4}$ @129 $\frac{1}{2}$; Penn. R. R., 57 $\frac{3}{4}$ @57 $\frac{3}{4}$; do., 1st mort., 101 $\frac{1}{2}$ @102 $\frac{1}{4}$; do., 2d mort., 99 $\frac{1}{2}$ @100; Little Schuylkill R. R., 37 $\frac{3}{4}$ @37 $\frac{3}{4}$; Morris Canal, 83 $\frac{3}{4}$ @85; do., pref., 118 $\frac{1}{2}$ @122; do., bonds, 90@93; Wyoming Valley Canal, 66@68; do., 6s, 80@90; Susquehanna Canal, 13 $\frac{1}{2}$ @14; do., 6s, 58 $\frac{1}{2}$ @59; Sch. Nav., 28 $\frac{1}{2}$ @29; do., pref., 36 $\frac{3}{8}$ @36 $\frac{3}{4}$; do., 6s, 1882, 84@85; Union Canal bonds, 24@25; Delaware Div. Canal, 56 $\frac{1}{2}$ @57; do., bonds, 90@90 $\frac{1}{2}$; Elmira and Williams-port, 30@32; do., pref., 42@44; do., 7s, 1873, 97 $\frac{1}{2}$ @98 $\frac{1}{2}$; Lehigh Coal and Navigation, 59 $\frac{1}{2}$ @60; do., bonds, 1884, 91 $\frac{1}{2}$ @92; North Pennsylvania, 40@41; do., 6s, 91 $\frac{1}{2}$ @92; Philadelphia and Erie, 33 $\frac{3}{8}$ @33 $\frac{1}{2}$; do., 6s, 94@95; Minehill, 58 $\frac{1}{8}$ @58 $\frac{3}{8}$; Catawissa, 32@38; do., pref., 33 $\frac{1}{4}$ @33 $\frac{3}{8}$; Lehigh Valley, 64 $\frac{7}{8}$ @65; do., bonds, 94 $\frac{1}{2}$ @95 $\frac{1}{2}$; Fifth and Sixth streets, (horse), 46@47 $\frac{1}{2}$; Second and Third, 88@90; West Philadelphia, 68@69; Spruce and Pine, 36@38 $\frac{1}{2}$; Green and Coates, 30@33; Chestnut and Walnut, 53 $\frac{1}{2}$ @55; Thirteenth and Fifteenth, 21@21 $\frac{1}{8}$; Girard College, 27@27 $\frac{1}{2}$; Tenth and Eleventh, 63 $\frac{7}{8}$ @65; Union, 41 $\frac{1}{4}$ @42 $\frac{3}{4}$; Hestonville, 18 $\frac{1}{2}$ @18 $\frac{3}{4}$.

Boston.—Vt. Central and Vt. and Canada Chattle 8s, 103; Ogdensburg 1st mort., 100; do., 2d mort., 71 $\frac{1}{2}$; Vermont Central 1st mort., 121; do., 2d mort., 35; Boston, Hartford and Erie, 7s, 40; Eastern R. R. 6s, 1885, 96 $\frac{3}{4}$; do., 1874, 98; Cheshire 6s, 1875-80, 90; Boston and Lynn Horse R. R. 6s, 1888, 90; Cape Cod R. R., 66 $\frac{1}{4}$; Troy

and Greenbush R. R., 48; Ogdensburg and Lake Champlain R. R., 72; South Shore R. R., 11; Summit Branch R. R., 112; Vt. and Canada guar., 102; Granite Railway, 53½; Nashua and Lowell, 120; Short Mt. Coal, 20; Gilberton Coal, 25; Boston and Mahanoy Coal, 17; Mammoth Vein Coal, 4; Cape Breton Coal, 2.90; Boston Water Power Co., 30¼; Adams Express Co., 101; Essex Co., 97; Cary Imp., 12¾; Vermont Iron, 75c.; Revenue Extension Silver, 7; Caledonia Gold, 75c.; Wallace Gold, 20c.; Peck Gold, 65c.; Washington Gold, 16c.; Montezuma Gold, 2.50; Albion Gold, 50c.; Bullion Conso., 25; Cook Co., Ills., 7s, 97; Boston 6s, 1877, 101¼; do., 5s, 1878, gold, 101; Albany 6s, 1870, guar., 100½; Bath 6s, 1870, 98½; do., 1891, 95¼; Portland 6s, 1870, 98; Bangor 6s, 98; Chicago 7s, sewerage, 99¾; Springfield 6s, 1878, 99¾; Massachusetts 5s, 1874@1893, gold, 100; do., 5s, 1875, 112½; Rhode Island 6s, 98; Fuller Farm Oil, 10c.; Massachusetts and Oil Creek, 75c.; Indian Spring, 15c.; Pepper Well Pet., 1.90; Stewart's Run Pet., 15c.; Crescent, 50c.; Central, 2.75; Great Basin, 65c.; Webster Bank, 113; Bank of Commerce, 120½; Merchants' Bank, 122; Traders' Bank, 103¾; Tremont Bank, 123½; Everett Bank, 101; Globe Bank, 134; Gloucester Bank, 120; Market Bank, 109; Bank of Republic, 127½; Atlas Bank, 115; Mt. Vernon Bank, 11½; Hamilton Bank, 120; Eliot Bank, 123¼; Fannell Hall Bank, 134; 3d National Bank, 106¼; Bay State Mining Co., 14; Boston, 1½; Calumet, 20; Concord, 6; Dana, 2¾; French Creek, 65c.; Hancock, 18½; Humboldt, 4; Hanover, 3½; Hungarian, 1¾; Madison, 2¾; Manhattan, 4; Mesnard, 3½; Native, 3; Northwestern, 3; Petherick, 5¼; Phoenix, 13; Pontiac, 1½; Superior, 3¾; Star, 2; St. Clair, 7.

Baltimore.—Marietta and Cincinnati bonds, 85; N. W. Va. 1st mort., 96; Liberty Copper Co., 1.40; Santa Clara, 30; Bare Hill, 0.55; Atlantic Coal, 1.00; Union Bank, 65; Citizens Bank, 14¾; Bank of Baltimore, 104½; Western Bank, 28; Mechanics Bank, 16¾; Franklin Bank, 12½. The latest quotations are: Balt. and Ohio, 113½ @114; do., 6s, 1867, 99@100; do., 1875, 96@97; do., 1880, 96@98; do., 1885, 97@100; Northern Central, 45@46; do., bonds, 1885, 89½@90; N. W. Va. 1st mort., 1873, 96½@97½; do., 2d mort., 90@95; do., 3d mort., 17@17½; Marietta and Cincinnati 7s, 1891, 84@85; Central Ohio, 20@25; do., 1st mort., 82@85; Western Md. bonds, 75@75½; do., guar., 96½@97½; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100@101½; do., 1890, 101@101; Baltimore 6s, 1870, 97@98; do., 1873, 96@97; do., 1875, 99½@100; do., 1886, 99@99½; do., 1890, 100¼@100½; do., coupon, 100@100; do., Park, 99@100; do., 1892, 93@99; do., 5s, 1838-70, 83@83; City Passenger R.R., 18¼@18½; Canton Co., 51½@52; Gardner, 0.50@0.70; Am. Gas Coal, 0.20@0.40; Maryland, 0.15@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 100@108; Santa Clara, 8@8; Balt. Chrome, 0.75@0.80; Bare Hill, 0.55@0.65; Atlantic Coal, 1.00@1.10; Mineral Hill, 0.60@0.75; Baltimore Coal, 100@200.

Forty-five miles more of the Union Pacific railroad have been accepted by the Commissioners. This finishes the road 13 miles west of Fort Kearney.

The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	Aug. 1, 1866.	Sept. 1, 1866.
Debt bearing int. in coin	\$1,242,628,441 80	\$1,288,322,541 80
Debt bearing interest in currency	1,079,668,959 96	978,771,040 00
Matured debt not presented	4,670,160 32	* 19,653,443 82
Debt bearing no interest	443,449,046 91	441,567,810 33
Total	\$2,770,416,608 99	\$2,728,314,835 95
Coin in Treasury	\$61,322,126 57	\$76,333,918 27
Currency	75,995,206 04	56,297,749 46
	\$137,317,332 61	\$132,631,667 73

Debt less cash in the Treasury.....\$2,633,099,276 38 \$2,595,683,168 22
The total debt shows a decrease since the 1st of August of \$42,101,773 04. The balance in the Treasury shows a decrease, as compared with August 1st, of \$4,685,664 88. Deducting the amount on hand from the aggregate debt, both on the 1st of August and the 1st of September, the decrease of debt would be \$37,416,108 16. The total debt on the 31st of August, 1865, stood at \$2,845,907,626 56. The balance in the Treasury at that date amounted to \$88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August, 1865, and 1st of September, 1866, and the actual decrease in the Public Debt since that period has been \$162,006,403 21.

The Central Pacific Railroad Co's First Mortgage Bonds.

The first mortgage bonds of the Central Pacific Railroad Company of California are now, for the first time, offered for sale. The mortgage is for \$7,336,000. It covers the whole property of the company, within the limits of the State of California, including the whole of the road now in complete and successful working order from Sacramento City to Alta, a distance of 73 miles, on which, not only the liberal aid received from the National Government (equal to the whole of the first mortgage) but also nearly seven million dollars, derived from stock subscriptions and other sources, have been economically and judiciously expended, for construction and equipment purposes. The First Mortgage therefore amounts to but about 35 per cent. of the actual cost and value of the property which it covers. The amount of the First Mortgage Bonds to be issued per mile is limited by law to the amount of United States Bonds allowed and issued to aid the construction of the Road, and the Mortgage by which they are secured is declared by Act of Congress to constitute a lien prior and superior to that of the United States Government, and all others whatsoever. The working portion of the road earned in May of this year \$65,116; in June, \$67,430; in July, \$85,000 all paid in coin. The construction of the road is going vigorously forward,—24 miles additional being nearly ready for the cars,—and it will probably be in full operation to the California State Line—156 miles from Sacramento City—during the summer of 1867, when its earnings must be very large, as the entire trade of Nevada, and a large proportion of that of Utah, Idaho and

Montana must pass over its line. It has been shown by reliable statistics that in 1863 over \$13,000,000 in Gold was paid for freighting goods from California to Nevada alone.

Over \$1,000,000 have already been expended in grading beyond the point to which the road is now running, and the iron is bought and paid for sufficient to lay the track the entire distance to the State Line. This part of the Great Pacific Railroad route is destined to be one of the most profitable lines of railroad in the world, and its First Mortgage Bonds are among the best accrued and most desirable investments ever offered. The bonds are issued in coupon form, are of the denomination of \$1,000 each, and have thirty years to run from date of issue, July 1, 1865; interest and principal are made payable in coin, in the City of New York. The bonds bear interest at the rate of six per cent. per annum in coin; payable semi-annually on the first days of January and July of each year, at the banking house of Messrs. FISK & HATCH, No. 5 Nassau street, who are the sole agents for the sale of the bonds. The bonds are offered at 95 per cent., and accrued interest from July 1st, in currency.

Graff's Patent Railway Fastening.

We give in another part of this week's issue a description of Graff's Patent Railway Fastening. We are told that many railroad and practical men have examined this fastening, and all pronounce it "the perfection of railroad fastenings," and that it will accomplish all that is claimed for it. It is the only railroad fastening that will allow old rails with battered ends (now valued only as old iron, and of which there are thousands of tons laid aside as such) again being used in the track without shortening the rail. This is done by cutting out on top the battered part at the ends. A model of this fastening may be seen at the office of Messrs. Fowle & Co., 70 Broadway, N. Y.

Tennessee and Pacific Railroad.

We invite attention to the advertisement of this company for Proposals for a preliminary instrumental survey of that portion of the road lying between the cities of Nashville and Knoxville, Tenn. The work contemplated is very nearly an air line trunk road through the State of Tennessee, from Knoxville to Memphis, thus constituting a link in the great chain of railroad on the shortest possible route from New York via Richmond, Lynchburg, etc., to Texas and the Southern Pacific. We understand that a lively spirit is being manifested for the work in all parts of Tennessee, and that liberal State, City and County aid will be given to the work. It will develop the immense coal and iron interests of East Tennessee.

Pacific Mail Steamship Company.

The first ship of the China line, the Colorado, will leave San Francisco on the 1st of January, 1867. Three other magnificent ships are being prepared for the new route, and negotiations are in progress by a company to bring monthly from China to California 1,500 laborers by these ships.

New Military Road.

The contract for building the new military road called the Green Bay, Shawano and Fort Williams, has been let to Hon. Jackson Hadley of Milwaukee, who will at once commence work upon it. The road is said to pass through a delightful farming country.

Railroad Earnings.--Weekly.

The traffic of the Great Western Railway of Canada, for the week ending Aug. 31st, 1866, were.....\$62,795 16
Corresponding week of 1865..... 74,693 60

Decrease.....\$11,898 44

The earnings of the Grand Trunk Railway of Canada for the week ending Aug. 25th, 1866 were.....\$130,857 00
Corresponding week of previous year..121,768 00

Increase.....\$8,589 00

The earnings of the Chicago and Great Eastern Railway for 4th week in Aug. were...\$33,992 12
Same period last year..... 30,717 68

Increase in 1866.....\$3,274 44

The earnings of the Chicago and Northwestern Railway for the fourth week in Aug., 1866 were.....\$304,409 00
Corresponding week of previous year.. 338,362 00

Decrease.....\$33,953 00

The earnings of the Detroit and Milwaukee Railroad for the fourth week in Aug., 1866, were.....\$37,540 00
Corresponding week of 1865..... 37,117 00

Increase.....\$423 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in Aug., 1866, were.....\$108,451 00
Corresponding week of previous year.. 98,579 00

Increase.....\$9,872 00

The earnings of the Virginia and Tennessee Railroad for the fourth week of August were \$57,537, an increase of \$10,056 on the same week last year.

Richmond and Newport News R. R.

The ceremony of breaking ground for this road took place at Newport News on the 25th ult. A large force of laborers are now at work breaking gravel, and the grading is being pushed forward vigorously. It is computed that the road will cost about \$10,000 per mile.

Williamsburg will be benefited by the road, as it will pass through that place. The terminus at Richmond will strike somewhere in the neighborhood of the Rockets, but that end of the line has not yet been surveyed. It is not intended to connect with the York River Railroad, but the track will cross it. The grading required will be very slight, and there will be sixteen miles of air-line.

The advantages of this new railroad to the country bordering upon the James river will be very great. Newport News, the eastern terminus of the road, embraces a level plateau of land of many miles in extent, furnishing a most eligible site for the erection of a large town or city, which, with its great water advantages and convenience to the coast, would probably in a few years out-rival any other city in Virginia, and probably become its chief seaport. The attention of Northern capitalists is already being attracted toward this new road, and large investments in land at Newport News are being made at a great increase over the rates obtained a year ago. The officers of the road are: President E. S. Hamlin; Chief Engineer, A. C. Dunn; Treasurer and Secretary, E. V. Cherry. Board of Directors: Thomas H. Wynne, Robert Saunders, E. R. Mason, H. G. Fant, E. C. Hawley and James Lyons.

Memphis and Little Rock Railroad.

We learn from Col. Robertson, president of this road, that a contract was signed on the 23d ult., by which Col. D. H. Feger engages to complete the railroad from Hopefield, on the Mississippi, to the St. Francis River, forty-two miles, by the first of January next. The road from White River to Little Rock, thirty-five miles, is now in operation. The intervening space, between White and St. Francis Rivers, thirty-five miles is partially graded. The Little Rock Railroad will be one of the principal feeders to the commerce and the business of Memphis, and its importance to the prosperity of that city cannot be over-estimated. The work is to be commenced in a few days, and prosecuted with the utmost vigor.

A railway is now in course of construction for the private use of the Sultan between Unkiar-Skelessi and the Sultan's summer residence at Tokat, on the Asiatic coast of the Bosphorus.

Commerce of New York.

The foreign imports at New York for the month of July are officially stated as follows:

	1865.	1866.
Entered for consumption.....	\$10,175,820	\$14,304,403
Entered for warehousing.....	7,845,974	11,301,274
Free goods.....	886,431	899,549
Specie and bullion.....	253,640	345,961
Total entered at port.....	\$19,161,838	\$26,851,187
Withdrawn fr. warehouse.....	8,612,411	9,084,242

The foreign imports at New York for the seven months from January 1st, were:

	1865.	1866.
Entered for consumption.....	\$48,301,218	\$103,064,165
Do. for warehousing.....	45,657,066	77,727,741
Free goods.....	5,910,143	7,936,165
Specie and bullion.....	1,805,463	1,526,147

Total entered at port.....\$101,173,890 \$190,254,218
Withdrawn fr. wareh'se 50,239,232 59,078,096

The relative imports of dry goods, specie and general merchandise at New York for the first seven months of the last sixteen years, have been as follows:

	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.
Dry Goods.....	\$42,240,217	34,994,294	57,421,619	59,398,895	65,308,993	64,724,393	60,296,948	66,716,293	30,169,368	71,782,984	63,862,687	31,515,606	30,188,764	35,112,935	65,122,729	81,850,399
Specie.....	\$43,174,714	37,215,842	69,398,895	68,128,642	49,008,832	72,757,795	84,156,080	48,306,767	88,366,928	83,366,928	78,485,850	54,875,955	74,488,315	70,860,800	106,004,043	68,018,028
General Merchandise.....	\$1,480,476	2,028,248	1,099,516	1,090,090	1,105,041	84,256,376	134,081,241	156,729,633	80,290,361	1,301,082	751,188	32,906,166	105,408,655	107,009,748	1,555,066	1,805,463
Total.....	\$86,895,407	74,237,884	117,915,020	118,617,627	115,041,725	189,788,619	279,134,314	279,752,006	218,826,657	256,950,938	223,429,625	166,307,721	209,987,675	212,880,348	272,683,198	251,673,930

The revenue from customs at New York for seven months has been as follows:

	1865.	1866.
In July.....	\$9,778,276 65	\$11,507,186 60
Previous 6 months.....	36,695,577 07	67,548,189 78
Total.....	\$46,473,853 72	\$79,055,376 38

The exports from New York to foreign ports in the month of July, were:

	1865.	1866.
Domestic produce.....	\$12,521,246	\$13,057,476
Foreign merchandise free.....	28,236	27,269
Do. dutiable.....	282,593	401,724
Specie and bullion.....	723,986	5,821,459
Total exports.....	\$13,536,061	\$19,307,928
Do. exclusive of specie.....	12,812,075	13,486,469

The exports from New York to foreign ports for seven months from January 1st, have been:

	1865.	1866.
Domestic produce.....	\$80,670,013	\$117,311,612
Foreign free goods.....	663,132	486,063
Do. dutiable.....	2,405,615	3,427,711
Specie and bullion.....	18,639,745	51,603,889
Total exports.....	\$102,378,505	\$172,829,275
Do. exclusive of specie.....	83,738,760	121,225,386

Union Pacific Railroad.

The Union Pacific Railroad has been opened for business to Fort Kearney, a distance of two hundred miles from its initial point—Omaha, in Nebraska, on the Missouri River. This length of track has been laid since last October, and Fort Kearney has been reached about a month ahead of the time promised by the President, General Dix, last June. By the 1st of January the forks of the Platte River will, it is said, be reached, a distance of one hundred miles beyond Fort Kearney. The rapid prosecution of this work, which is the main stem of the great Continental Railroad, is due to the disposition manifested by Congress during the late session, to exact a rigorous compliance with the law, and to the rivalry of the States of Illinois, Iowa, Missouri and Kansas, for the control of the rapidly developing trade of the Territories—a rivalry that has caused the recent completion of the Missouri Pacific Railroad, from St. Louis to Achison, and that is now pushing the Kansas Branch rapidly forward from Leavenworth. When the Pacific Railroad Act was passed, there was but little anticipation of any immediate profit to the road from way traffic; but the recent discovery of new gold and silver fields, along the route, and the rapid settlement of the Territories by emigrants, open fresh resources to the builders of the road, and offer new inducements for its early construction. Sir Morton Peto, in his recently published *Resources and Prospects of America*, speaking of the importance of the road, says that "the mining interest of the United States alone can maintain such a railway." And this opinion of the eminent English railway capitalist is amply justified by facts. The trade of Colorado, Montana, Utah, Nevada and Idaho, not to speak of the more distant regions now filling up with treasure seekers and agriculturists, is a prize worth contending for. Added to that of California and Oregon, it will soon reach an aggregate that will task to the utmost, if it does not exceed, the capacity of a single track railway across the country. What is said of the Eastern end of the Pacific Railroad in this connection, applies with at least equal force to the California end of the work, which finds in the enormous traffic between California and Nevada alone—a traffic said to amount to \$5,000,000 per annum—a sufficient motive for hurrying forward an enterprise that was begun as a National necessity almost exclusively. Under the impetus thus derived and encouraged and sustained

by liberal public aid, the Central Pacific Railroad Company (the California Branch of the Union Pacific) has pursued its end of the work, 73 miles in the Sierra Nevada, and will in a few months have overcome the most serious difficulty on the entire route from Sacramento to the junction with the Eastern branch. This lofty range once surmounted, the company can, under the recent remedial Act of Congress, push their track on towards Salt Lake, and will have nearly as easy grading as falls to the lot of the Eastern constructors. Experienced railroad men have expressed a confident opinion that the completion of the Pacific Railroad within five years is thoroughly practicable. With the private capital at their command, with Government Bonds for every complete section of 20 miles at the rate of \$15,000 to \$18,000 per mile, with enormous grants of public land, and with the extra inducement and assistance of a considerable local traffic falling to them as fast as they progress, there is no good reason why the two principal companies having the work in charge should not be able to meet on the plains and join their tracks at the end of the period named: especially as the single State of Illinois, during the ten years ending in 1860 built about 4,000 miles of railroad with no aid from Government except a grant of lands which was not pecuniarily available till the roads were under way. But even should the companies fail to accomplish quite so much as anticipated, they will at least have made so much progress that even in three years there will remain but a few hundred miles of stage travel between the termini of their advancing roads, so that long before the entire completion of the railway, the journey across the continent will lose most of its terrors, the way of the immigrant will be comparatively cheap, safe and easy, the overland mail service will be greatly quickened, and the people of the Atlantic and Pacific slopes will taste the benefits that have for many years formed the burden of their prayer—an Overland Railroad.

Debt of Tennessee.

The State of Tennessee, in giving aid to its railroads, instead of subscribing stock, made loans to them of \$10,000 per mile in its bonds, secured by first mortgages upon the respective roads; requiring them to pay their interest promptly, and to pay annually to the State Treasurer *two per cent.* upon their loans as a *sinking fund* for the redemption of their debt.

At the close of the war the railroads were in such crippled condition as to require further aid from the State, which was granted by the last Legislature in the shape of a loan of \$3,000 per mile to each road, in addition to the former loan of \$10,000, secured by similar liens—making \$13,000 per mile due the State; whereas the average value of these roads is \$25,000 to \$30,000 per mile.

The railroads are generally now in good condition, and are doing a steadily increasing business. Nearly all of them paid their July interest to the State, and in future will be able to do so, without inconvenience; and the officers of the companies are directly interested in doing so, as the law provides that in case any railroad shall fail to pay its interest promptly, "the road so defaulting shall be taken possession of by the State and placed in the hands of a receiver until the interest which has accrued on its bonds shall have been paid from the net earnings of the road."

The State funded, to 1st January last, all the unpaid bonds and coupons which matured during the war into new bonds, and paid its interest in full upon old and new bonds 1st July, and will pay her interest 1st January, and regularly thereafter.

The following figures, obtained directly from the Comptroller's office of the State of Tennessee, will show the entire debt of the State at the present time:

Old debt, for which the State has to levy taxes to pay interest:

Old 6 per cent. bonds.....	\$1,706,000 00
Old 5 per cent. bonds.....	1,949,440 00
Old 5½ per cent. bonds.....	239,166 66
	\$3,894,606 66
Am't new debt created by funding back interest.....	873,813 00

Total amount State debt proper... \$4,768,419 66
Total amount debt for loans to railroads (including old, funded and new) all secured by 1st mortgages on railroads, and interest on which is paid by the railroads..... 24,382,832 00

Total amount State bonds issued... \$29,151,251 66
The interest upon the State debt proper \$4,768,419 66 at 5, 5½ and 6 per cent., is only \$264,817 05, being the total amount of taxes to be levied yearly by the State to meet its interest regularly.

Proposals are now being received, in New Orleans for deepening and maintaining the channel across the bar of the "Southwest Pass" at the mouth of the Mississippi River. The plan is to dredge out a channel of the uniform depth of 18 feet at low water, and 200 feet in width across the bar, and this, by occasional dredging, it is thought can be maintained. Congress has appropriated \$75,000 for this purpose.

The line over Mont Cenis is stated to be making good progress. The works on the Italian side will, it is stated, be completed in October, while in November uninterrupted communication will be established between Italy and France. Although the gradients are as heavy as 1 in 12, a speed of 11¼ miles per hour has been attained on them in a recent trial. Some of the curves are very sharp, being only 50ft. radius.

A company was organized in Wilmington, N. C., on the 25th ult., called the Wilmington Railway Bridge Company. The object of its formation is to construct a railroad bridge across the Cape Fear river, to be used conjointly by the three railroads that centre there.

We learn from San Francisco that the wires of the Russian-American telegraph have been stretched a distance of 715 miles above New Westminster, British Columbia.

A street railroad is to be constructed in Atlanta, Ga. It is proposed to have it run North and South, East and West, and to be three miles in length.

The introduction of street railroads in Memphis, Tenn., has been a decided success. Cars are now running on Main, Poplar, Jefferson and Beal streets.

The Milwaukee and St. Paul railway company have just completed a new and substantial bridge across Rock River, about two miles east of the Watertown depot.

John R. Kenrick, Esq., has been appointed Superintendent of the Concord Railroad, vice Jos. R. Gilmore, resigned.

A New Railroad Freight Line.

The several "narrow guage" roads between Boston and New York, and Cincinnati, Louisville and St. Louis, have entered into a new freight arrangement to be called the "White Line." These cars are to be pushed through promptly, and will be a great advantage to local as well as through shippers. It goes into effect on the third of September. Geo. Darling, of Rochester, a very competent man, is to be General Superintendent.

A dispatch from Junction City, Kansas, dated Sept. 5th says: General Pope to-day erected the initial stone of the Union Pacific Road South Branch, with appropriate ceremonies, and the grading of the road commenced. Gens. Pope, Davidson and others made appropriate addresses. A party of surveyors are now locating the road to the southern line of Kansas via Neosho and Grand Rivers.

The Huron and Ontario (Canada) Ship Canal Company are, it is said, making considerable progress, and the work will soon be put under contract. Hon. Donald McDonald and Adam Crooks, Esq., have joined the direction. Hon. Wm. Cayley accepts the position of Secretary.

The Ohioville Railroad Companies of Ohio and Pennsylvania have been consolidated under the name of "Island Run Railroad Company," and organized by electing J. W. Blanchard, President; C. O. Rourke, T. W. Williams, A. L. Crawford, H. Lee, A. H. Dohrman, and C. K. Chamberlin, Directors; W. G. Darley, Chief Engineer, and W. Newell, Secretary and Treasurer.

The Supreme Court of Massachusetts decided on the 3d inst., that the act of 1863 which imposed a tax on the stock of corporations held by persons whose residence is out of the Commonwealth, and which imposed a tax on the dividends of non-resident stockholders, is illegal.

The opening of a section of the steam railway from the base of Mount Washington to the summit was informally celebrated 29th ult. The engine with ease drew a load of forty passengers up an inclination of fifteen degrees.

It is said that the Austrian Government propose to compensate the Austrian lines for damages which may have been occasioned to them by its troops during recent hostilities.

Subscriptions are being raised to survey a line of railroad from Bay City to Port Hudson, Mich.

Efforts are being made to get the Toledo, Ann Arbor and Saginaw Railroad to make Bay City its terminus on the Saginaw River.

The New Haven Peat Co. has been organized with E. H. Scranton as President, and will operate on the peat beds of the great Dismal Swamp, on the southern border of Virginia.

A company has been organized in St. Paul, Minnesota, for the preparation of peat to be used as a substitute for wood and coal.

The Chicago Board of Trade has appropriated \$500 toward defraying expenses of the survey of the ship canal from LaSalle to the Mississippi River.

Valley (Va.) Railroad.

Richard Randolph, Esq., Chief Engineer, with his corps of assistants, is now in Rockbridge Co., Va., engaged upon the work of locating the line. It is supposed the survey will be completed to Salem by the 1st of November next. The following gentlemen are associated with Mr. Randolph: C. T. Mason, W. M. Bolling, P. P. Dandridge, Charles Goldsborough, Wm. L. Done, J. M. Lee, C. Taylor, B. S. Randolph and T. Carson. They are now encamped near the town of Lexington.

We learn from Macon, Ga., that the Railroad Convention which met in that city on the 5th inst., adjourned in the afternoon of that day. The Macon delegation declined to recommend the city to subscribe to stock, as it might embarrass it in meeting the subscriptions already made for other roads. The work is highly approved, and aid is promised when practicable.

Jacob Snively, Esq., has been elected President of the Chesapeake and Ohio Canal Company. The directors are: F. Dorsey Herbert, A. Kershner Stake, L. J. Brengle, Horace Resley, Charles Abert and H. Addison.

The Orange and Alexandria Railroad is said to be doing a very large freight business, and that there is a prospect of its increasing. The railroad between Alexandria and Washington is also said to be doing well.

OFFICE TENN. & PACIFIC R. R. COMPANY,
No. 25 UNION STREET,
NASHVILLE, August 28, 1866

PROPOSALS WILL BE RECEIVED FOR A Preliminary Survey, with instruments, of that portion of the Road, which is between the Cities of Nashville and Knoxville, Tennessee. The Road must be surveyed on lines, and the report must embrace all necessary information in regard to the character of the country, its resources, the distances intervening, grades and obstructions, the cost of construction, and be accompanied by plans and profile views of the several routes, necessary to letting out the work.

Engineers must state the sum for which the work will be completed, and Proposals must be filed at this Office by the 1st of October.

J. D. B. DEBOW,
President.

JOHN KIRKMAN,
Chairman Executive Committee.

3186

LEATHER BELTING FOR SALE.

90 feet of New Leather Belting,	10	inch.
650 "	"	8 "
500 "	"	6 "
175 "	"	4 "
725 "	"	3½ "

FOWLE & CO.,

3186

70 Broadway.

HOSFORD & Co., BANKERS and BROKERS,

No. 18 Broad Street,
NEW YORK.

H. E. HOSFORD.

G. M. HUMPHREY.

WM. D. VERNAM.

CIVIL AND MINING ENGINEERING,
At the RENSSELAER POLYTECHNIC INSTITUTE, Troy, N. Y.
The next Annual Session begins SEPT. 12th. For the next ANNUAL REGISTER, containing full information, apply to
8131 Prof. CHARLES DROWNE, Director, Troy, N. Y.

FIRST MORTGAGE BONDS

OF THE

Central Pacific Railroad Company, OF CALIFORNIA.

Interest at the rate of Six per Cent. per Annum, payable Semi-Annually.

Principal and Interest payable in U. S. Gold Coin in the City of New York.

Amount of Issue, \$7,336,000.

The Bonds have Thirty Years to run, and are secured by a First Mortgage, constituting an absolute prior lien on that portion of the Road, Equipments, Franchises, and Entire Property of the Central Pacific Railroad Company, located in the State of California, and extending from Sacramento City to the California State Line, forming a part of the GREAT PACIFIC RAILROAD ROUTE, adopted and aided by the UNITED STATES GOVERNMENT.

The amount of these First Mortgage Bonds to be issued per mile is limited by law to the amount of United States Bonds allowed and issued to aid the construction of the Road, and the Mortgage by which they are secured is declared by Act of Congress to constitute a lien prior and superior to that of the United States Government, and all others whatsoever.

The aid received from the Government (in amount equal to this First Mortgage) is economically and judiciously applied to the construction and equipment of the Road, together with nearly \$7,000,000, received from Stock Subscriptions and other sources. The First Mortgage therefore amounts to but about 35 per cent. of the actual cost and value of the Property which it covers.

The road is now completed, equipped and running from Sacramento City to Alta, a distance of 73 miles, and the earnings for the three months ending August 1st were as follows, viz.:

May, 1866	\$65,115 83
June "	67,429 78
July "	85,000 00

IN GOLD.

The earnings are steadily increasing, and are estimated at over \$100,000 in Gold for the month of August—the official report for that month not having been received at this date.

The construction of the road is going vigorously forward, and it will probably be in full operation to the California State Line—156 miles from Sacramento City—during the summer of 1867, when its earnings must be very large, as the entire trade of Nevada, and a large proportion of that of Utah, Idaho and Montana must pass over its line. It has been shown by reliable statistics that in 1863 over \$13,000,000 in Gold was paid for freighting goods from California to Nevada alone.

This part of the Great Pacific Railroad Route is destined to be one of the most profitable lines of railroad in the world, and its First Mortgage Bonds are among the best secured and most desirable investments ever offered.

Over \$1,000,000 has already been expended in grading beyond the point to which the road is now running, and the iron is bought and paid for sufficient to lay the track the entire distance to the State Line.

The Road has been completed and equipped thus far without the sale of a single dollar of its First Mortgage Bonds, and they are now offered to the public for the first time, after the earnings of the Road have reached the sum of \$100,000 per month in Gold, only about 25 per cent. of which is required for operating expenses.

The interest is payable on the first days of January and July, at our office in the city of New York.

The Bonds are offered at 95, and accrued interest from July 1st, in Currency. Orders may be forwarded to us direct, or through the principal Banks or Bankers in all parts of the country.

Remittances may be made in drafts on New York, or in Legal Tender Notes, National Bank Notes, or other funds current in this city, and the Bonds will be forwarded to any address by Express, free of charge. Inquiries for further particulars, by mail or otherwise, will receive punctual attention.

FISK & HATCH, Bankers,

No. 5 Nassau St., New York.

N. B.—All kinds of Government Securities received at the full market price in exchange for the above Bonds.

NOTICE TO CONTRACTORS.

NEWARK & NEW YORK RAILROAD CO.,
312 BROAD ST., NEWARK, N. J.
ENGINEER DEPARTMENT, 22d August, 1886.

Proposals for the GRADUATION of the Newark and New York Railroad, and for the PILING between Newark and Bergen on the said line, will be received at this office, until Tuesday, the 11th day of September, at 12 o'clock M.

The Award of Contracts will be made between that date and the Tuesday following.

Contractors wishing copies of specifications or any other information in regard to the work, may obtain them from the undersigned, to whom all bids are to be addressed.

The Company reserves the right to reject bids.
3134 ALFRED F. SEARS, Chief Engineer.

American Labor Saving Co.

62 Broadway, New York.

To Railroad Contractors and Others Engaged in EXCAVATING OR REMOVING EARTH.

THE AMERICAN LABOR SAVING COMPANY is now offering for sale Ze Butt's Patent American Railroad Cart, Excavator, and Self-Dumping Trucks.

The Cart possesses the following advantages:

1st.—The wheels may be made any height desired, while the body swings near the earth, and thus saves 33 per cent. of the labor of loading ordinary carts.
2d.—It dumps with as much facility as any cart now in use, and will be found a valuable labor saver to the earth mover, coal merchant, street scavenger or farmer.
3d.—It is adapted to one or two horses as may be desired, and may be constructed for the lightest or heaviest work.

THE EXCAVATOR

in all earth free from large stones, and that can be plowed, is a self-loading machine, by which the labor of twelve men is performed by one man and a pair of horses. Its dumping qualities are perfect, and as a labor saver in the construction of railroads, levees, canals, &c., &c., we think it unequalled.

Contractors and others using excavators, carts, or two horse wagons, are respectfully invited to call at our office and examine these valuable labor saving inventions.

Ze. BUTT, President.

JAMES E. BROOME, Secretary. 1135

STEELE'S

PATENT

FEATHER DUSTERS,

For Railroad Companies.

STEELE & Co.,

SOLE MANUFACTURERS,

No. 3 Park Row,

Opposite the Astor House.

NEW YORK.

Pacific Mail Steamship Company's

THROUGH LINE TO

CALIFORNIA,

And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

Sept. 1.—NEW YORK, Capt. Weir, connecting with SACRAMENTO, Capt. Caverly.

Sept. 11.—ARIZONA, Capt. Maury, connecting with COLDEN CITY, Capt. Lapidge.

Sept. 21.—HENRY CHAUNCEY, Capt. A. G. Gray, connecting with CONSTITUTION, Capt. Farnsworth.

All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of Dec. 11, 1886, will connect with the first steamer of the Company's China Line, leaving San Francisco Jan 1, 1887, for Hong Kong.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

3m35

S. K. HOLMAN, Agent.

20,000

Phoenix Railroad Chairs

FOR SALE.

To Suit a 50 to 52 lb. T. Rail,

ERIE PATTERN.

FOWLE & CO.,

70 Broadway.

THE STEAM SIPHON PUMP

IS THE MOST SIMPLE, EFFECTIVE, AND DURABLE device for raising water by steam yet discovered.

It is an independent lift and force pump without piston, plunger, valves, or movable parts of any kind. With the STEAM SIPHON WATER STATION A Locomotive can raise water with its own steam, and fill its tender in the same time as from an ordinary tank, thus dispensing with tanks, pumping machinery, and men to attend them. It cannot get out of order, or freeze up, and is an efficient fire engine where steam power is employed, as at Machine Shops, Car Shops, Elevators, &c. For Circulars and other information address

STEAM SIPHON COMPANY,

6m30

48 Dey St., New York.

BORDEN & LOVELL,

70 and 71 West Street, New York.

GENERAL AGENTS

Borden Mining Company's

CUMBERLAND COAL.

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

Grinnell & Nevers,
STOCK BROKERS,

No. 15 Broad street.

NEW YORK.

Government Securities, Railway Bonds, Stocks, &c., &c., bought and sold at the N. Y. Stock Exchange, exclusively on Commission.

POSTPONEMENT.

NOTICE TO THE PUBLIC.

The Senate of the State of New York, on the 22th of April last, adopted the following resolution:

Resolved, That a select committee of three be appointed to sit during the recess, with the Mayor of New York, the State Engineer, and the Engineer of the Croton Board, to ascertain and report to the Senate the most advantageous and proper route or routes for a railway or railways suited to the rapid transportation of passengers from the upper to the lower portion of the City of New York, having in view the greatest practical benefit and safety to the public and the least loss and injury to property on or adjacent to said route or routes.

The following are the members of the commission:

Senator George H. Andrews.

Senator Henry R. Low.

Senator Charles G. Cornell.

State Engineer J. P. Goodsell.

Mayor John T. Hoffman.

Engineer Alfred W. Craven.

At meetings of the Board held on May 31 and June 2, it was resolved that parties interested be, and they are invited to submit plans and specifications upon the subject embraced in the above resolution, to be addressed, "To the Senate Commission on Railroads," at the office of the Street Commissioner, corner of Broadway and Park Place in the City of New York, on or before Wednesday, the 1st day of August next.

The Committee deem it desirable that the plans should be accompanied by approximate estimates of expense.

GEORGE H. ANDREWS, Chairman.

A. W. CRAVEN, Secretary.

The time for the reception of plans is extended to the 1st day of October. By order of the Committee.

6134

A. W. CRAVEN, Secretary.

Car Covering or Roofing.

KINGMAN'S CEMENT WITH HEAVY CANVAS, used by many roads as a substitute for Car Duck.

July 19th, 1886.

WILLIAMS & PAGE, Boston.

UNITED STATES
STEEL PEN WORKS,

FACTORY, CAMDEN, N. J.

R. ESTERBROOK & CO.,

Steel Pen Manufacturers,

WAREHOUSES, { 403 ARCH ST., Philadelphia,
42 JOHN ST., New York.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

A. L. HOVEY & CO.

Cor. 2d & South 11th Streets,

WILLIAMSBURG, L. I.



Sole Manufacturers of Ely's Railroad Box and Lining Metals for all machinery where anti-friction metal is required.

Cheaper and warranted superior to the best brass boxes. Price 35 cts per lb.

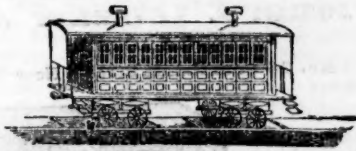
A. L. HOVEY,
J. R. BAKER.

T. R. ELY,
Superintendent.

JOSEPH H. CROWELL, Agent for Railroads, New Jersey Central Railroad Depot, New York.

HARLAN & HOLLINGSWORTH & CO.,

WILMINGTON, DELAWARE.



MANUFACTURERS OF ALL KINDS OF

RAILROAD MACHINERY.

PASSENGER CARS of the finest finish, also all kinds of FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the full equipment of a road.

From our long experience in Car building, and our facilities for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.

From our LOCATION, and CONVENIENCES FOR SHIPMENT, we can supply southern roads with dispatch, and at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and Machine Work in general. All orders executed with dispatch and on reasonable terms.

Raritan and Delaware Bay Railroad.

CHANGE OF TIME.

ON AND AFTER MONDAY AUGUST 6TH, 1886, the trains and boats of this Company will leave as follows:

Steamer JESSE HOYT will leave Pier No. 37, N. R., foot of Duane Street, at 10.45 A. M., connecting with Express Train for Red Bank, Long Branch, Farmingdale, Point Pleasant, Bricksburg, Manchester, Toms River, Woodmansie, Barnegat, Shamong, Tuckerton, Atsion, Jackson, Philadelphia, and all stations on the Camden and Atlantic Railroad.

At 4 P. M., from Pier 32 N. R., and 4.15 P. M., from Pier 3 N. R., connecting with trains for the above points and Philadelphia, and Express train for Long Branch.

Fare to Long Branch on this train only 25 cents.

Fare to Philadelphia on all trains \$2.00.

The Freight Boat leaves at 5.30 P. M., for all points on the line and Philadelphia.

RETURNING TRAINS LEAVE PHILADELPHIA.

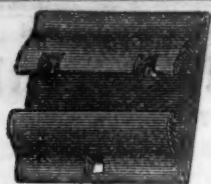
Express at 9.00 A. M., from foot Vine St., fare to New York, \$2.00.

Way Mail and Express at 2.40 A. M., from Camden arriving at New York at 9.30 A. M., and stopping at Pier No. 3 N. R.

Freight at 5.15 P. M., arriving in New York at 4 A. M., next morning.

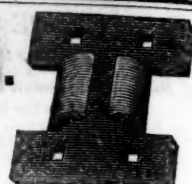
All Baggage must be delivered in New York at Pier No. 32 as none will be received at Pier 3.

W. N. CLAYTON, Supt.



THE CALVERT IRON AND NAIL WORKS CO.

OF BALTIMORE.



MANUFACTURERS OF
ROLLED CONTINUOUS-LIP RAIL ROAD CHAIRS,
FORGED SQUARE-LIP SLEEVE & FLANGE CHAIRS,

AND ALL KINDS OF JOINT FASTENINGS AND BOLTS,

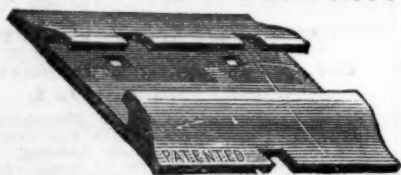
RAIL ROAD, SHIP AND BOAT SPIKES,

BOILER RIVETS, BRIDGE BOLTS, TRACK-LAYING TOOLS, &c.

These Works have been recently enlarged, and, with new and improved machinery, are prepared to execute orders with despatch.

MARSHALL P. SMITH, Gen'l Sup't.

PHENIX IRON COMPANY'S



**SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,**

With continuous lips, made to fit exactly the flanges of the rails.

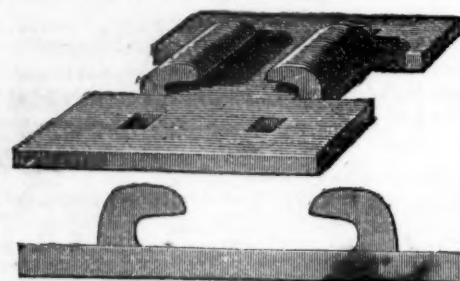
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

**NEW YORK
Railroad Chair Works.**

Of which the late J. S. BREESE was Pres't,
JOSIAH S. LEVERETT & CO.,

SOLE AGENTS,

No. 46 Courtlandt Street, New York.



THIS COMPANY also manufacture RAILROAD,
SHIP AND BOAT SPIKES of a Superior
quality, which they are prepared to supply at the short-
notice.

**MERCANTILE MUTUAL
INSURANCE COMPANY.**
OFFICE, 35 WALL ST., - - NEW YORK.

ASSETS, Jan. 1st, 1866.....\$1,366,699

ORGANIZED APRIL, 1844.

Losses paid to Consumers in Cash, over Eighteen Million
Dollars.

For the past nine years the cash dividends paid to
Stockholders, made from ONE-THIRD of the net profits,
has amounted in the aggregate to

One Hundred and Twenty-one and a half per Ct.

Instead of issuing a scrip dividend to dealers, based on
the principal that all classes of risk are equally profitable,
this Company will hereafter make such cash abatement
or discount from the current rates, when premiums are
paid, as the general experience of underwriters will war-
rant, and the net profits remaining at the close of the year
will be divided to the stockholders.

This Company continues to make Insurance on Marine
and Inland Navigation and Transportation Risks, includ-
ing Risks on Merchandise of all kinds, Hulls, and Freight,
on the most favorable terms.

Policies issued making less payable in Gold or Cur-
rency, at the office in New York; or in Sterling, at the
office of Rathbone Bros. & Co., in Liverpool.

ELLWOOD WALTER, President,
CHAS. NEWCOMB, Vice-President,
C. J. DESPARD, Secretary.

GEO. M. FREEMAN. RAILROAD SUPPLIES,

No. 107 WALNUT STREET,
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,

MACHINERY AND MACHINISTS' TOOLS,

MINERS' TOOLS, ETC.

COTTON WASTE, &c.

WHITE AND YELLOW CAR GREASE,

LOCOMOTIVE BRASS WORK,

Baggage Checks, Barrows, etc., etc.,

RAILROAD LANTERNS, SIGNAL LIGHTS,

STEAM GAUGES, COCKS AND WHISTLES,

INDIA RUBBER HOSE PACKINGS, ETC.

LANTERNS OF ALL DESCRIPTIONS

ENGINE, STATION, AND SIGNAL BELLS,

Superior Car Upholstery, etc.

AGENCY OF THE KEROSENE OIL COMPANY

Orders solicited, promptly filled, and forwarded with
despatch and care at the manufacturers' lowest prices

BRIDGES & LANE, MANUFACTURERS AND DEALERS IN RAILROAD AND CAR FINDINGS AND MACHINERY

OF EVERY DESCRIPTION.

50 COURTLANDT,

Corner of Greenwich st., NEW YORK

RAILROAD AXLES, WHEELS AND CHAIRS,
SPIKES, BOLTS, NUTS, WASHERS,

CAR, SHIP AND BRIDGE BOLTS,
IRON FORGINGS OF VARIOUS KINDS, ETC., ETC.

STEEL AND RUBBER SPRINGS,

LOCOMOTIVE AND HAND LANTERNS,

PORTABLE FORGES AND JACK SCREWS,

COTTON DUCK FOR CAR COVERS,

BRASS AND SILVER TRIMMINGS.

Also, Sole Agents for the Manufacturers of Car Head Linings
Orders for the purchase of goods on commission, aside from
our regular business, respectfully solicited.

ALBERT BRIDGES.

JOEL C. LANE.

Drawing and Surveying INSTRUMENTS,

Mathematical and Surveying Instruments, of the finest
Swiss, French and American Manufacture, and all supplies
for Civil Engineers, Draughtsmen, Surveyors and Archi-
tects.

Priced and Illustrated Catalogue sent Post Paid to any
address in United States, Canada and West Indies.

T. H. McALLISTER,

(Of the late firm of McAllister & Bro., Phila.)

49 Nassau Street, New York.

E. J. M. DERRICK,

ARCHITECT AND CIVIL ENGINEER,

Late with the Erie Railway.

No. 119 Broadway, NEW YORK.

REFERENCE:

R. H. BERDELL, Esq., President Erie Railway.
CHAS. MINOR, Esq., Consulting Engineer Erie Railway.
JOHN HOUSTON, Esq., Chief Engineer Erie Railway.
M. LANE, Esq., Chief Engineer Nassau Water Works,
Brooklyn.
PETER COOPER, Esq., New York.
A. S. HEWITT, Esq., New York.
E. H. MILLER, Esq., New York.

To Railroad Companies.

FIDELITY INSURANCE COMPANY,
170 Broadway, New York.

**THIS COMPANY WILL GUARAN-
TEE THE HONESTY OF TIC-
KET AGENTS AND OTHER
EMPLOYEES OF RAIL-
ROAD COMPANIES.**

TRUSTEES.

Shepherd Knapp, Wm. A. Wheelock, Clinton Gilbert,
Treadwell Ketchum, F. T. Aechman, Geo. Ellis,
Francis Brown, John P. White, C. P. Hemmenway,
G. J. Forrest, Henry L. Pierson, Frank Vincent,
C. M. Connolly, John A. Stewart, Jas. M. Drake,
C. Watson Child, Morris K. Jesup, Peter M. Bryson,
Geo. A. Halsey, Wm. B. Isham, Wm. A. White,
John Van Nest, H. D. Van Nostrand, M. A. Hoppock,
E. C. Delavan, Fred. H. Wolcott, Eli J. Blake,
A. Quackenbush, Benj. H. Winthrop, D. S. Dedge,
Elias H. Ely, E. A. Hayt, Fred. W. Coghill,
Geo. L. Nevins, Geo. T. M. Davis, Stephen Crowell.
SHEPHERD KNAPP, President.
E. C. DELAVAN, Treasurer.
GEO. W. PRATT, General Agent.

6m30

SHORTEST LINE TO THE OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,

Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.

On and after September 23, 1865, trains
will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,
Daily, except Saturday, 7 P. M. On Sunday 8 P. M.

Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY
ANY OTHER LINE.

Connects at Williamsport with Williamsport and
Elmira Railroad, for Elmira, Niagara Falls, &c. At
Corry, with Atlantic and Great Western Railroad, and Oil
Creek Railroad for Titusville, Shafter, Franklin, Oil
City, &c. And at Erie, with Lake Shore Line, for the
West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.;
arriving in New York at 12.05 P. M., (noon).

H. P. BALDWIN, General Ticket-Agent.
New York, September 16, 1865.